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TakingItEasy

From our "Humpin' Fake Turkeys File": Here's a hot-selling item for all you **turkey hunters.** It's a male decoy that fits on top of its traditional hen decoy to give gobblers the illusion that a stranger is having his way with one of the gobbler's harem. It seems the appeal to territorial jealousy is especially effective with older gobblers who are too wise to fall for hunter's mating call lures. What's next, humping deer decoys?

Now here's an understatement: An office building's ventilation system was reported to be housing several types of noxious molds that affected 26 of 30 employees in one of the occupying companies. A comment by the head of the company: "There isn't **anything more frightening** than sitting in a meeting while three of the people suddenly have blood running out of their noses." Oh yeah? You should see our editorial meetings.

Fresh from our "Liver-Quiverin' Factoid Folder": A 13-pound cyst was removed from a farmer and was found to contain the **ossified fetus** of his identical twin brother. Doctors at a medical school said the fetus had grown for a while after the farmer's birth, then stopped, resulting in its having hair, skin, and teeth similar to an adult's but other features that resembled a fetus'. Yum.

Some art grants given by the Canadian Council were denounced by Canada's Reform Party: Included were $3,000 for a piece on the history and **culture of chewing gum,** $4,000 for a video on the rubber stamp "as a low-tech marking device," and (now get this) $ 900 to an aboriginal poet to write a pamphlet on one of his race's anatomical traits. The title? "Where Did My Ass Go?"

Maids in Sweden are at risk on the job because hotels feature hard-core pornography on television leading some male guests to become **"overexcited."** Maids are already complaining about having to clean off "sticky" television screens and now demand to be furnished with signal alarms in case they're attacked by horny guests.

More from the animal rights people: A summer fund-raising game in some churches has involved placing a small rat on a roulette-type wheel, **spinning the wheel,** and selling bets on which slot the rat will stagger into. When some animal rights activists protested, at least one parish vowed to continue the game anyway. One of the activists said, "The church said it was OK to spin animals. What's to keep someone from going home and putting their cat in a dryer?" Yes ... what indeed.

In England some thieves decided to rob a backyard garden (for reasons known only to themselves). They took trees, ornaments, **shrubbery,** and a cement pond. Wonder if they grabbed the yard gnomes?

You gotta hand it to those oil-rich people—we dig their ingenuity. The chief justice of an oil-rich country ruled that the prince was entitled to an allowance of about $300,000 a month while awaiting trail on a lawsuit that he misspent $15 billion while in charge of the country's investments. An audit showed that **the playboy prince** had bought himself $2.7 billion worth of toys in 10 years, including 17 airplanes, 2,000 cars, and a huge yacht that he named "Tits" and two dinghies he named "Nipple 1" and "Nipple 2." Must be rough.

Despite many anti-smoking programs sponsored by the U.S. government, a Senate subcommittee found last year that the Dept. Of Housing and Urban Development had spent $4.2 million since 1996 to help American Indians build discount **cigarette stores** as part of the federal community block-grant program. (And then in April of this year, legislation was introduced in the Senate to end the practice. I guess those guys have to keep themselves busy in order to justify their salaries.)

Here are a few more **dumb laws** that are still on the books. The first one is a law in several states. When two trains meet each other at a railroad crossing, each shall come to a full stop, and neither shall proceed until the other has gone. In Pennsylvania, any motorist who sees a team of horses comin' toward him must pull well off the road, cover his car with a blanket or canvas that blends with the countryside, and let the horses pass. If the horses appear skittish, the motorist must take his car apart, piece by piece, and hide it under the nearest bushes.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 329 • NOVEMBER 2000

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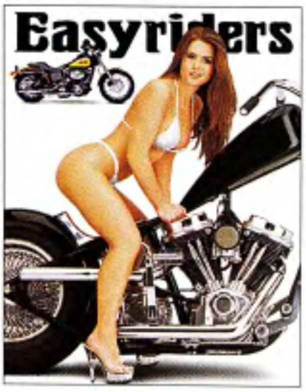

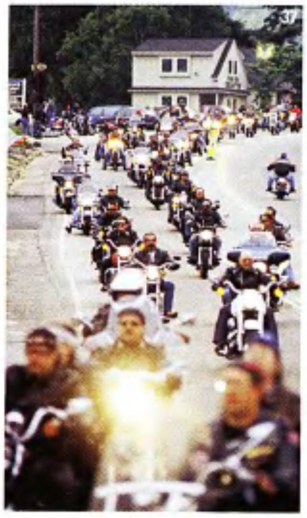

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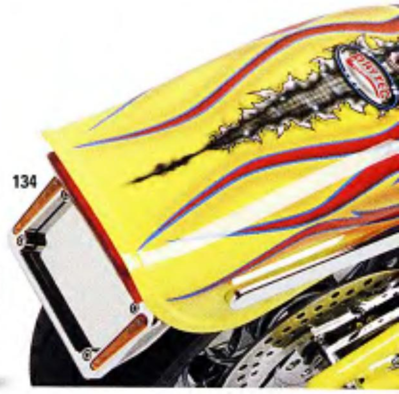

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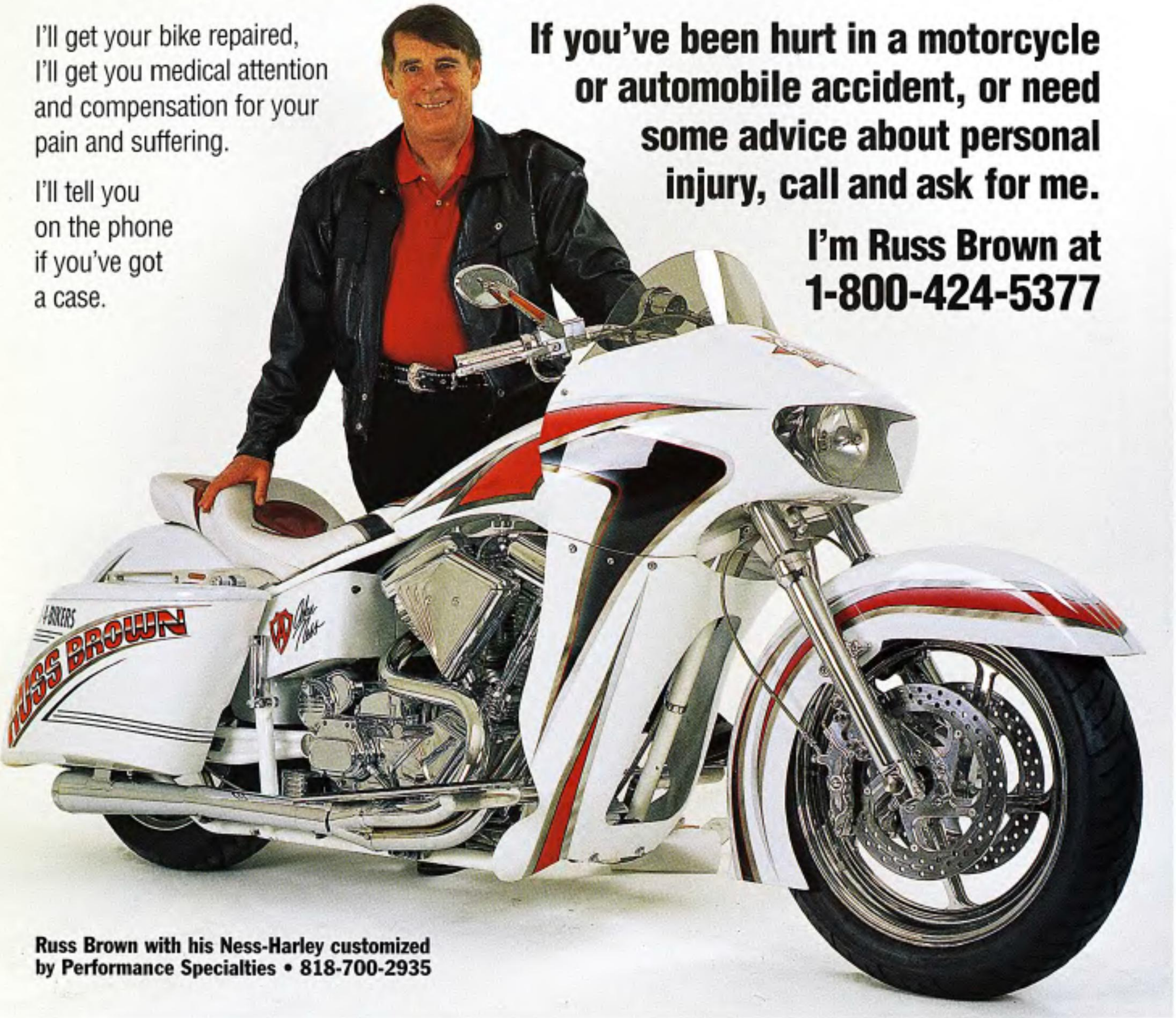
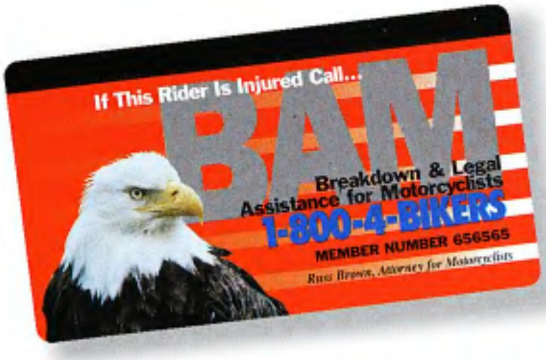


Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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WordMonger

Right On!!

What do *Easyriders*, *Playboy*, and *Rugby* magazines have in common? The first two are obvious. Although *Rugby* doesn't have nekkid women, it did carry a story about the Ohio State University women's rugby club who doffed their tops in front of the Lincoln Memorial. I saw the picture that appeared in *Rugby*, and it didn't show anything particularly immoral.

The August 2000 issue of *Playboy* mentioned this incident in a Forum article titled "Busted!" Although OSU rescinded its suspension of the team, the Midwestern Rugby Union suspended the team for the remainder of the season. The article went on to chronicle an incident after a Michigan State/Duke NCAA semifinal basketball game last year where, in addition to vandalism and car burning, several women showed their bodacious ta-ta's. One freshman received seven days in jail, two years probation (with drug testing), 215 hours of community service, $301 in court costs, and "restitution" in the amount of $2,384.33. She was accused of inciting the crowd with a 1.58-second flash.

The article goes on to state that The Big Easy is going to crack down on flashing at Mardi Gras (jail and a $1,000 fine). Galveston, Texas, even wants to outlaw "simulated nudity" at their Mardi Gras celebration. The U.S. Supreme Court ruled against the strip club that challenged a local ordinance requiring pasties and G-strings.

Where I'm going with this is that the morality police are alive, well, and out in force. What's next? The cops raiding bachelor parties, every wet T-shirt contest, or maybe the Buffalo Chip campground? I have a legitimate right to be worried about where reactionary right-wing elements could be taking this country, because once this issue is settled to their satisfaction, there are plenty more for them to deal with.

In conclusion, there are too many people with too much time on their hands. To paraphrase the name of a Colorado Springs-based organization, FOCUS ON YOUR OWN DAMN FAMILY!

Mike Gary
Ft. Collins, Colorado

Riding On A Budget

Chica's old-school chopper has wheels very similar to the front wheel on my '75 FXE. The rear wheel is still the stock turbine. I'd like to clean up this mismatch, short of having one custom made. Mine came from the '70s era. Can they still be purchased?

Schatzy
Noel, Missouri

Well, there's one way to find out. Give Don at Chica's a call: (714) 842-9587.

Fastest

Regarding the article in the June issue about the world's fastest drag bike, this spring in Rockingham, S.C., Alan Petersen from Titonka, Iowa, turned 222 mph and a 6.91E.T. I believe this is the fastest so far. This guy is for real ... no big sponsors, etc. Very large balls.

Dave Coots
Vinton, Iowa

Oops

As a long-time reader of your rag, I usually get great ideas from your tech tip articles. Your accuracy is usually impressive, but some knot-head let one by.

On page 134 in the May 2000 issue, the bottom two pictures were reversed. Other than that, as usual I enjoyed the issue.

James Gunther
Sound Beach, New York

Those responsible have been severely flogged.

Lidless in Florida

This morning, June 19, I heard it on the radio. The news I'd been waiting for. Governor Jeb Bush signed Florida's mandatory helmet law into oblivion. Two conditions: Riders must be at least 21 years of age and carry a minimum of $10,000 injury insurance on top of their standard medical coverage.

I ride an '84 Electra Glide, but I have a plea for all of my fellow riders here in Florida. Regardless of what you ride, be it American, Japanese, German, Italian, whatever: PLEASE RIDE RESPONSIBLY! Don't get shit-faced and ride. Don't get bombed on drugs and ride. Don't ride 100 miles over the speed limit. Let's not

give the bureaucrats, the insurance companies, and the safety fanatics the "ammunition" they need to argue the lid law back into effect. It doesn't matter how an accident happens, the newspapers are always quick to point out that the biker wasn't wearing a helmet.

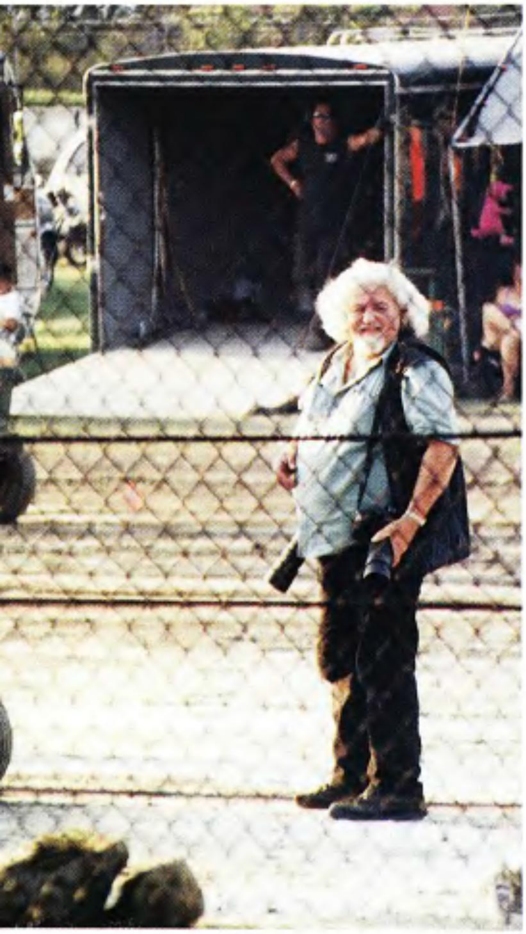
We've waited a long time for this. Let's not mess it up for ourselves.

Doc
Riding lid free in NW Florida

Here's Our Billy

I was going through some old photos in my collection and ran across this one of Billy Tinney. Look at him! Like me, he's gettin' older, but damn, his eyes are still workin' good—not missing a chick or trick. This was at the last Kaukakee, Illinois, Easyriders Rodeo held back in '98.

M. Pulliam
Sheridan, Illinois



Sturgis Commentaries

In response to your $turgis$ article in the July issue ... how do I start?

For the last five years, like the ducks and geese that travel south every year, in July I go to Sturgis for August Bike Week. Let's back up a bit. Five years ago I took early retirement, and at the end of July a friend dropped by on his Harley and asked what I was doing for the next couple of weeks. I said the same thing as always ... nothing. He said those now infamous words: "Let's do Sturgis."

Now at an age of over 50, very few things made me smile anymore (I've done everything I've ever thought of doing and done them well—a lot of things have become boring) so Sturgis it was. I owe a lot to that first trip. When I came home I built a rigid chopper and learned to ride. During the first trip I also found the Big Sky. The freedom and independence of Montana, Wyoming, and I thought the Dakotas. I again had found something that made me smile.

Now let's get down to it. I don't think of myself as a biker. I'm just a guy who rides a bike and every year spends about $3,000 to $5,000 the last week of July and first weeks of August—most of it in and around Sturgis.

I support the Jackpine Gypsies; they're the founders of the Rally and deserve it 100 percent. When it comes to Sturgis, you've got to be kidding me. It's not even close to a rip-off; it has become and can only be classified as a PIG. Just look around. The tallest building in Sturgis is the courthouse and jail. Last year they got me three times at $20 for straight pipes, no muffler. Granted, this is pocket change, but just how petty are they becoming? In fact, I was told I couldn't ride my bike in South Dakota without a muffler. OK, I WON'T!

Sturgis is not only biker unfriendly, but is also motorcycle unfriendly. I'm talking about the city powers that be. It doesn't take a brain surgeon or nuclear physicist to figure that out. I'm sure there are a lot of towns in Montana (how about Boseman) or Wyoming (Beulah) that would like mega millions coming their way one week out of the year.

As far as Sturgis goes, unlike the cages that drive by 365 days a year and don't even look or stop, I'll at least ride during Bike Week past Sturgis, raise my arm and hand in the only salute befitting—SCREW STURGIS!

Fred
Auburn, Washington

No Colors?

Easyriders would like it known that we do not own any businesses in or around Sturgis, South Dakota. The businesses of Sturgis have their own rules of conduct. *Easyriders* has always and will always be pro-biker and anti-discrimination.

The editor

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Michel Bergeron, aka Mitch, aka Mike of Mike's Bikeworks in Marieville, Quebec, Canada, started riding at age 16.

Year Of The Dragon

MITCH BERGERON'S SUPER STAR CHOPPER

"...I was fourteen and would dream of the day when I could build a custom bike of my own."

"Ever since I was a kid I'd watch the hot rods blast by my house and loved anything mechanical," Mitch told us. "I started buying *Easyriders* when I was fourteen and would dream of the day when I could build a custom bike of my own." That day wasn't far off. Mitch began building custom parts and modifying frames seven years ago at various bike shops in the Quebec area. His beautiful wife, Natalie, pushed him to start his own shop, and Mike's Bikeworks opened its doors three years ago.

Working out of his own home/shop, Mitch creates one-of-a-kind custom rides from the ground up. Each bike is like a piece of fine jewelry with every part handmade to Mitch's exacting specifications. Mike's Bikeworks' reputation for excellence is passed along word of mouth and many of Mitch's motorized art pieces were built for clients right here in the states.

With a true passion for custom motorcycles running in his veins, Mitch is dedicated to never building the same bike twice. "I won't do any two bikes the same," he says. "I'll often talk clients out of building a bike like one they've seen. As Warren Buffet said, 'I am not a businessman, I'm an artist'. That's true for me."

Mitch brought the wild scoot you see on these pages to our Easyriders Bike Show In Philadelphia, Pennsylvania, where he took First Best of Show in the Judged Class against some major bike-building talent. Our judges were taken by the amazing attention to detail. All the wires and cables are hidden. Check out the handlebars ... totally clean. The hydraulic clutch cable disappears into the apehangers and doesn't reappear until it pops out of the frame and into the tranny.

Starting with a pile of seamless mechanical tubing, Mitch made the stretched frame by hand to wrap around an 80-cubic-inch Evo motor and then fabricated one-off parts such as the gas and oil tank, stainless pipes, bars, and front end. The Jesse James fenders were reworked and Mitch created his own unique taillight. Yeah, this is the stuff that wins shows. We're talkin' heart and soul here, folks. Mitch had a mind-melting blank canvas to offer another local legend in the Great White North.

The dazzling paint began with a cloak of black House of Kolor by Yves Show Paint. Master artist Fitto is without a doubt one of the finest custom bike painters we've ever seen. Virtually every show-winning bike from Quebec in recent years has been touched by Mitch and Fitto. He starts painting at around 6 p.m. and doesn't emerge from his cave until 6 a.m. the next morning. Working many long nights on this chopper, Fitto breathed life into a phantasm of purple writhing dragons—their every scale a fiery tribute to the wind. "I found a book that featured a painting by a 13th century Japanese artist showing dragons rolling in clouds," Mitch recalls. "The artist was supposedly drunk when he painted it." Fitto didn't want to take on the assignment at first, but Mitch talked his friend into giving the dragons that special Fitto touch.

The combined talents from the north breathed life into this show-winning dragon bike, which also won major awards at the VQ Bike's Ball for fabrication and paint. As for Mitch, he's building another wild chopper for this year's Easyriders Bike Shows. We can guarantee it'll be another winning combination of world-class talent.

—Phantom

Owner: ....Michel Bergeron
City: ....Marieville, Quebec

General

Fabrication:.......Mike's Bikeworks
Year/make:...............2000 Special Construction
Model: ....custom baby!
Assembly: ....Mike's Bikeworks
Chroming: .................G.G. Buffing

Engine

Year/model: ....2000 Evolution
Rebuilder: ......Simon Normandin/ Outta Control Cycle
Ignition:........................Crane Hi 4
Displacement: ....80 cubic inches
Lower end: ....stock
Balancing:..........................factory
Pistons: ....Keith Black, 10.5:1
Cases: ....Delkron
Heads:................................ported
Cam: ....V-Thunder
Lifters: ....V-Thunder
Carb: ....S&S Super E
Air cleaner: ....S&S
Pipes:................Mike's Bikeworks

Transmission

Year:......................................2000
Modifications: ....Andrews gears

Painting

Molding: ....Yves Show Paint
Painter: ....Yves Show Paint
Color/type:..black/House of Kolor
Special paint:........murals by Fitto

Frame

Year:.......................................2000
Type: ....handmade
Builder: ....Mike's Bikeworks
Shocks: ....Fournales
Modifications:......47-degree rake, 2.5-inch stretch

Accessories

Bars: ....Mike's Bikeworks
Risers: ....bones
Handlebar controls:............Mike's Bikeworks
Fenders: ....Jesse James/Mike's Bikeworks
Headlight: ....Ness
Taillight:.............Mike's Bikeworks
Speedo: ....none
Dash: ....nada
Electrics: ....Mike's Bikeworks
Pegs: .....................................J.B.
Foot controls: ...Mike's Bikeworks
Gas tank: ....Mike's Bikeworks
Oil tank: ....Mike's Bikeworks
Oil system:..................billet pump
Primary cover:....Harley-Davidson
Seat: ....Mike's Bikeworks
Grips: ....Monster Machining

Forks

Type: ....wide trees
Builder: ....Mike's Bikeworks
Modifications:....eight inches over

Wheels

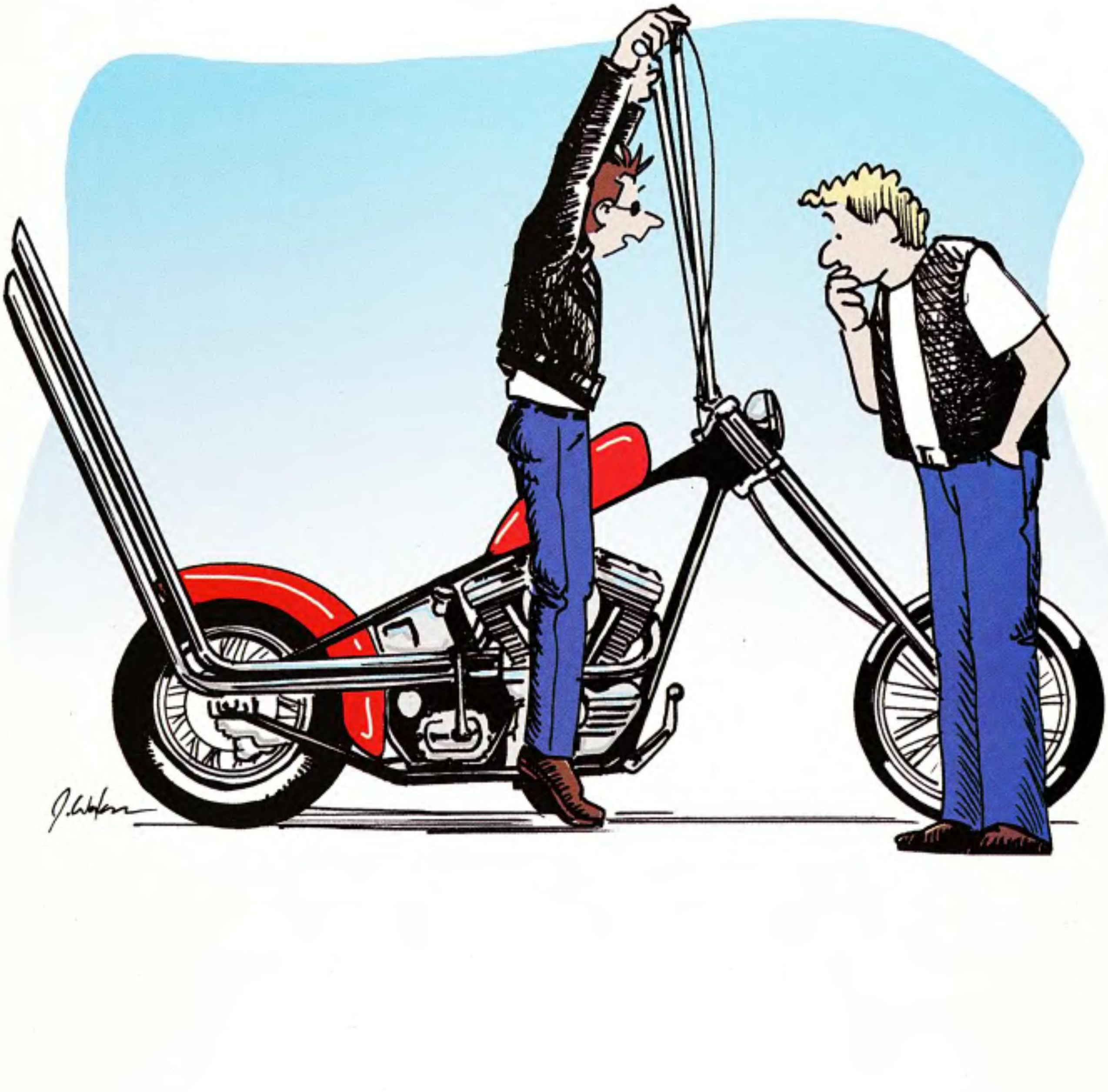
Front

Type: ....Excel 40-spoke
Size:.................................21-inch
Tire: ....Metzeler
Brake: .........................J.B./MBW

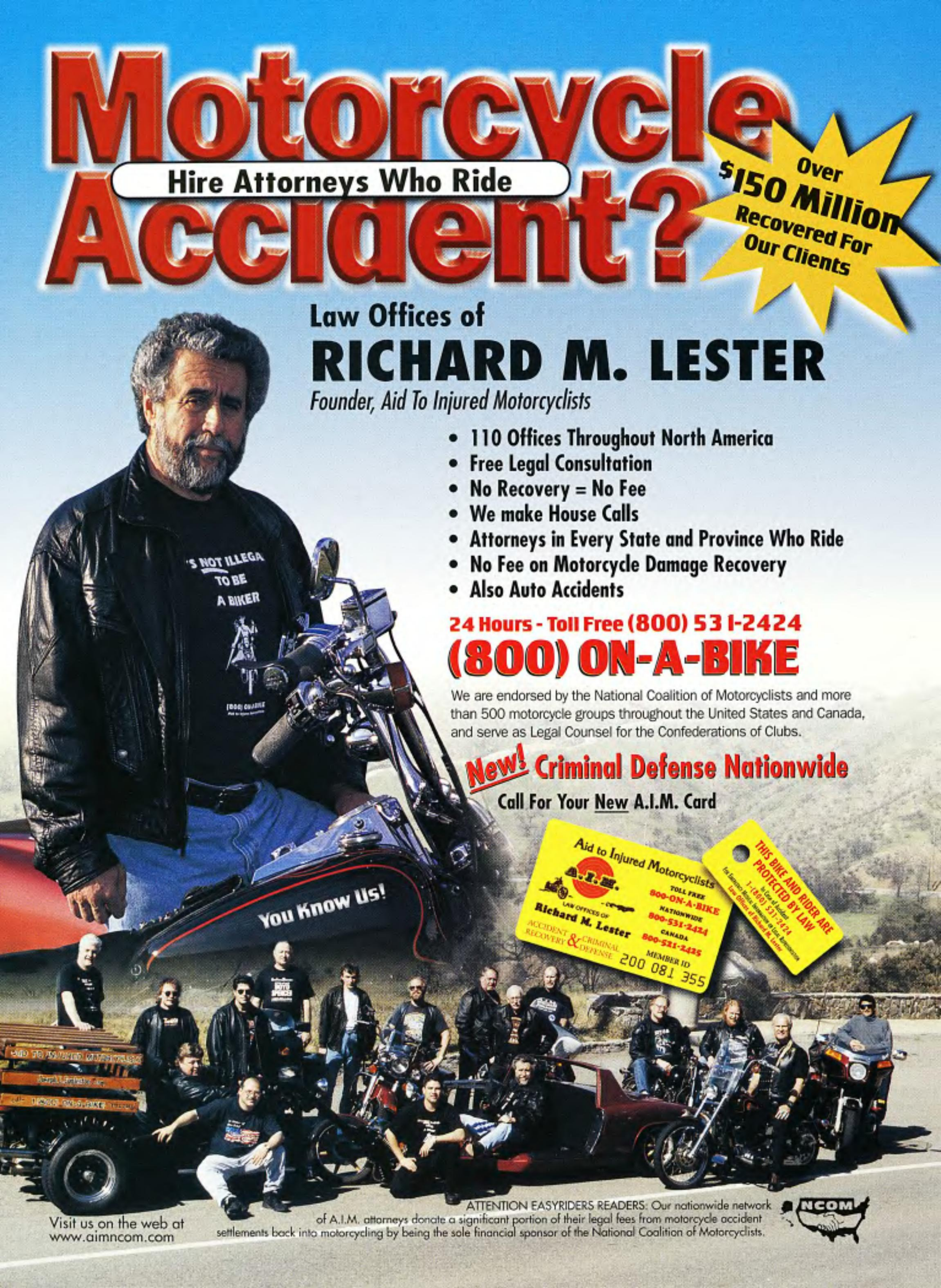
Rear

Type: ....Excel 40-spoke
Size:.................................18-inch
Tire:..........................Metzeler 180
Brakes: ........................J.B./MBW

Photos: ....Michael Lichter



"Naw, I don't need a seat. If I sit down, I can't reach the grips anyway."



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NCOM
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PartsBox

CHRISTMAS TREES?

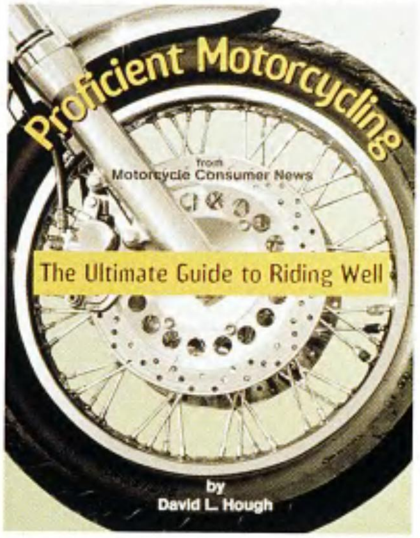
Maybe there'll be one of these trees in your stocking this year. Accutronix has been making high-quality goodies for your motorcycle since 1985 and have an entire line of triple trees and front end kits. Whether narrow, mid, or wide glide, their trees come smooth or milled and are available in great-looking styles. Hey, your front end is the first thing everyone sees, why not show off the best. Accutronix also makes killer billet forward controls, brake components and accessories. For more info contact Accutronix: (602) 993-2675; www.accutronix.com.

THE BRUTE IS BACK

Primo makes some awesome belt drives and now their Brute IV three inch open belt drive is available for Shovelheads. No, not your weird Uncle Lenny, SHOVELHEADS, man! You know, those bike before Evos! Primo's Brute IV fits Big Twins from 1970 to 1983 and the bolt-on kit includes everything you need to roar down the road. Give the fine folks at Primo a call at: (562) 907-2600 or (800) 872-1515.

LEARN TO RIDE

Author David L. Hough is a veteran rider with more than 30 years and 800,000 miles logged on motorcycles. He figures it is about time folks learned how to ride well, so he's come up with *Proficient Motorcycling: The Ultimate Guide To Riding Well* by BowTie Press. Mr. Hough covers it all, from understanding surface hazards and weather problems, to how to avoid wild animals, how to carry passengers safely, riding in a group, an more. Available at book stores everywhere or contact BowTie Press at (949) 855-8822.



GIVE YO' BABY A BATH

The Absorber sucks! Actually, it dries every drop from your bike with its super-sucker power. It's softer on your paint than towels, won't leave water marks, and acts as a water-magnet (absorbing 50 percent more water than a towel or chamois). Available in a rainbow of pleasant colors. For info call CleanTools at (800) 654-3933.

MEET THE STREETSTER

Here's another great product by master bike builder Paul Yaffe. Paul has come out with a hardtail chopper frame as well as the Streetster (pictured here), which is a Softail-style frame made from 120 wall DOM chrome-moly. It features such classy goodies as flush-mount axles with billet covers, internal wiring looms, radical oil tank, flush-mount swingarm pivot, and more. Mr. Yaffe will soon be manufacturing everything you need to build the ultimate scooter. Coming soon: steel tanks, rad fenders, psycho exhaust, trick bars, and badass a rigids. For more info contact Paul Yaffe Originals: 602) 840-4205; www.paulyaffeoriginals.com.

MEET JIM ONLINE

The folks at JIMS are proud to announce that they have constructed a new Web site with a complete online catalog. You can download a JIMS catalog free of charge. Follow JIMS-sponsored racers from Street to Top Fuel class, check out their tool instruction sheets, or just e-mail Jim personally and ask him a lot of questions about your Harley Sprint rebuild. No, on second thought, don't do that. The new site is a great source of info for Harley riders. Check it out at www.jimsusa.com.

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ART HIGHTOWER'S CATCH OF THE CENTURY

Imagine that your Shovelhead, Super Glide ass was born in '78, traded for a 1962 dragline crane, then stolen and recovered near the South Carolina coastline. It may be easier to pretend you're a motorcycle than to imagine that the steamin' scoot you see before you had to be rescued from a life of livin' in a van down by the river prior to being resurrected to its present show-stopping stature.

If you could be a bike, wouldn't you want to be just like this one?

Art Hightower owns a construction company in Goose Creek, South Carolina, and along with his wife, Sandy, can usually be found deep-sea fishing for Blue Marlin. After retrieving what was left of the stolen, chrome-pitted shell of a bike from a salt marsh, all he was fishing for was time to put her back on the road in grand style. He extricated the motor, shit-canned the rest, and got a Donnie Smith frame while Sandy was conjuring up the ZZ Top-inspired paint scheme on this "Rough Boy" turned "Sharp Dressed Man." Art toted the motor over to Sam's Performance where Sam Evans stroked her out to 93 inches and ported her heads so she could breathe through her ears like all those nice girls down in "La Grange." He got some 80- spoke "Legs" from American Wire and the "Tush" cushion and special paint came from those "Beer Drinkers And Hell Raisers" at The Hot Rod Shop.

Art's brother, Bubba, has already built many fine sleds hisself and he "Heard It On The X" that Art was throwing one together, but instead of the usual sibling rivalry and feuding that prevails in many

such cases, he was right on time to offer his exuberant expertise. Only the final details remained, and the hardest part of the build ... patience. Taking the time to do it right seemed tougher than "Waiting For The Bus all day," but it was worth it. We broke out our "Cheap Sunglasses"to fend off all of the glossy shine while judging Art and Sandys' bike, which took First Place Best Of Show in the Judged Class at our Charlotte Easyriders Bike Show.

Art has since ridden his Z machine harder than a shot of one-dollar mescal and she wears the battle scars to prove it. Sandy refuses to get on the pillion until the repaint is completed. Maybe that's why you can hear Art singin' "She's Got Me Under pressure"! If you could be a bike like this, you'd probably stay surrounded by a "Planet Of Women."

Art and Sandy would like to thank Bubba, Sam Evans, and everyone at The Hot Rod Shop for all of their fine contributions. We'd like to thank ZZ Top for letting us scam all their too-cool lyrics for this twisted li'l piece.

—Da Cheese

"Don't dream your bike, BE your bike!"

Owners: Art and Sandy Hightower
City: Goose Creek, South Carolina

General
Fabrication: Owner
Year/make: 1999 H-D
Model: Softail Custom special construction
Assembly: owner

Engine
Year/model: 1978 Shovelhead
Rebuilder: Sam's Performance
Ignition: Dyna
Displacement: 93 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S 11:1
Cases: H-D
Heads: ported/Sam's Performance
Cam: Andrews
Lifters: JIMS
Carb: SU
Air cleaner: velocity stack
Pipes: BUB

Transmission
Year/type: 1999 JIMS 5-speed
Modifications: close-ratio gears

Paint
Molding: owner
Painting: owner
Color/type: Kosmos Red/ House of Kolor
Special paint: The Hot Rod Shop

Frame
Year: 1999
Builder: Donnie Smith
Type: XTR Softail Custom
Shocks: Progressive
Modifications: 38-degree rake, 5-inch stretch, internal fork stops

Accessories
Bars: Arlen Ness
Handlebar controls: Arlen Ness
Fenders: Jesse James modified
Headlight: MPH
Taillight: Custom Chrome
Front pegs: JayBrake
Electrics: Chris Stum
Foot controls: JayBrake
Gas tank: D&D aluminum, 4.2-gallon
Oil tank: Donnie Smith
Oil system: Bubba Hightower
Primary cover: H-D
Seat: The Hot Rod Shop
Mirrors: Arlen Ness
Grips: Arlen Ness

Forks
Type: wide glide
Builder: Arlen Ness

Wheels

Front
Type: American Wire Wheel/ 80-spoke
Size: 21-inch
Tire: Avon
Brake: Performance Machine

Rear
Type: American Wire Wheel/ 80-spoke
Size: 16-inch
Tire: Avon 180
Brake: Performance Machine

Photos: Michael Lichter

A priest, a rabbi, a nun, a lawyer, and a blonde walk into a bar. The bartender looks up and says, "What is this, some kind of joke?"

Terry W.
Ohio

Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

21 or Bust Blackjack Shootout
Date: Oct. 15
Place: Yolanda's Chuckwagon, Florence
Info: (480) 759-2218

Southern Arizona Harley Riders Biker Rodeo
Date: Oct. 21
Info: (520) 378-7151

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Hawgs for Dogs Poker Run (Benefits Guide Dogs of America)
Date: Oct. 21
Place: Peninsula H-D, Redwood City, to Skinny McDoogle's, Santa Cruz
Info: (510) 489-7685

ABATE Local 13 Monster Madness Rin
Date: Oct. 29
Info: (805) 652-7186

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Spooks 'n' Scoots
Date: Oct. 13-15
Info: (813) 626-0589

Biketoberfest
Date: Oct. 15-21
Place: Daytona Beach
Info: (800) 854-1234

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

Dist. 10 Poker Run
Date: Oct. 7-8
Info: (404) 294-8900

March of Dimes Ride
Date: Oct. 7-8
Info: (404) 350-9800

Dist. 3 Ride for the Colors
Date: Oct. 14
Info: (404) 294-8900

Dist. 12 Fall Swap Meet
Date: Oct. 14
Info: (404) 294-8900

Dist. 8 Halloween Party
Date: Oct. 28
Info: (404) 294-8900

Dist. 6 Poker Run
Date: Oct. 28
Info: (404) 294-8900

Dist. 15 Halloween Party
Date: Oct. 28
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (309) 343-6588

Lincolnland Toy Run
Date: Oct. 22
Place: Springfield
Info: (217) 544-7954

INDIANA
ABATE of Indiana
Info: (317) 422-8040

Pulaski/Starke Polar Bear Campout
Date: Oct. 7-8
Info: (317) 422-8040

Region 6 Fall Foliage Run
Date: Oct. 7
Info: (317) 422-8040

Steuben/Lagrange Fun Run
Date: Oct. 14
Info: (317) 422-8040

Wabash Co. Dam Ride
Date: Oct. 14
Info: (317) 422-8040

Reg. 12 Toy Run
Date: Oct. 14
Info: (317) 422-8040

Adams Co.Halloween Party
Date: Oct. 21
Info: (317) 422-8040

Howard Co. Biketober Blues Dance
Date: Oct. 21
Info: (317) 422-8040

Reg. 4 Halloween Party
Date: Oct. 21
Info: (317) 422-8040

Wayne/Randolph/Union Halloween Party
Date: Oct. 21
Info: (317) 422-8040

Jennings Halloween Party
Date: Oct. 28
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (913) 597-5140

District 9 Casino Night
Date: Oct. 14
Info: (785) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

All-Harley Drags
Date: Oct. 7-8
Place: Bowling Green
Info: (615) 789-3202

KMA/KBA Licking Valley Halloween Food Drive
Date: Oct. 30
Info: (606) 234-2489

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

ABATE State Rally
Date: Oct. 20-22
Place: Sorrento
Info: (800) 969-3541

All-Harley Drags
Date: Oct. 28-29
Place: Shreveport
Info: (615) 789-3202

MAINE
United Bikers of Maine
Info: (207) 884-6284

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

District 7 AMA Poker Run
Date: Oct. 8
Place: Manchester
Info: (410) 374-9687

Carroll Co. Overnight Run to Skyline Drive
Date: Oct. 14-15
Info: (410) 263-9185

St. Mary's Overnight Run to Gettysburg for Ghost Walk Tour
Date: Oct. 14-15
Info: (301) 884-0267

ABATE Bull Roast
Date: Oct. 15
Place: La Fountaine Bleu, Glen Burnie
Info: (410) 766-6497

Baltimore Fall Foliage Run
Date: Oct. 15
Place: leaves Big Falls Inn
Info: www.cycleevent.com

Carroll Co. Halloween Poker Run
Date: Oct. 28
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (734) 326-5897

Reg 5 Toy & Color Run
Date: Oct. 7
Info: (616) 689-0774

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

Motorcycle Scavenger Hunt
Date: Oct. 28
Place: Steel Horse Saloon
Info: (601) 442-2509

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

Las Vegas Bike Festival
Date: Oct. 10-12
Info: (702) 792-9430, www.lasvegasbikefestival.com

NW Chapter Run Whatcha Brung
Date: Oct. 28
Info: (775) 623-0822

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of N.J.
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (607) 387-3433

Super Sunday Swap Meet
Date: Oct. 7-8
Place: Orange Co. Fairgrounds, Middletown
Info: (860) 355-9771

Firefighters MC Bike Show & Swap Meet
Date: Oct. 8
Place: Merrick
Info: (516) 676-5932

NORTH CAROLINA
Concerned Bikers Assn.
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

ABATE Halloween Party
Date: Oct. 14
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (918) 836-9559

Central OK Halloween Party
Date: Oct. 28
Info: (405) 936-7433

OREGON
ABATE of Oregon
Info: (503) 285-4329

Willamette Valley Casino Night
Date: Oct. 15
Info: (541) 485-2352

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

KISS4KIDS II
Date: Oct. 7
Place: Williamsport
Info: www.thunderinghope. com

Vietnam Vets MC Halloween Party
Date: Oct. 28
Place: Darby
Info: (610) 461-4513

RHODE ISLAND
R.I. Motorcycle Assn.
Info: (401) 722-1122

RIMA Toy Run
Date: Oct. 22
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (803) 283-0819

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

Lexington Toy Run
Date: Oct. 14
Info: (615) 907-0304

Cheatham Toy Run
Date: Oct. 15
Info: (615) 907-0304

Smoky Mtn. Fall Poker Run
Date: Oct. 28
Info: (615) 907-0304

Dickson/Humphreys Toy Run
Date: Oct. 28
Info: (615) 907-0304

Smith/Wilson Toy Run
Date: Nov. 4
Info: (615) 907-0304

Volunteer Toy Run
Date: Nov. 4
Info: (615) 907-0304

Hwy. 41 Toy Convoy
Date: Nov. 5
Info: (615) 907-0304

TEXAS
Texas ABATE Confederation
Info: www.bdeweb.com/abate/

TMRA II
Info: (512) 459-6777

Biker's Choice Charity Stampede
Date: Oct. 29
Place: Texas Motor Speedway, Ft. Worth
Info: (817) 215-8564

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

Sno-King Chapter Harvest Moon Party
Date: Oct. 14
Info: (425) 643-9675

No Sno Co Toy Run
Date: Oct. 22
Info: (425) 643-9675

Central Wash. Chapter Halloween Party
Date: Oct. 27
Info: (425) 643-9675

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (715) 284-7415

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyo. Coalition of Bikers
Info: (307) 687-0459

Wyo. Central ABATE Toy Run
Date: Oct. 7
Info: (307) 473-2774

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
www.ama-cycle.org

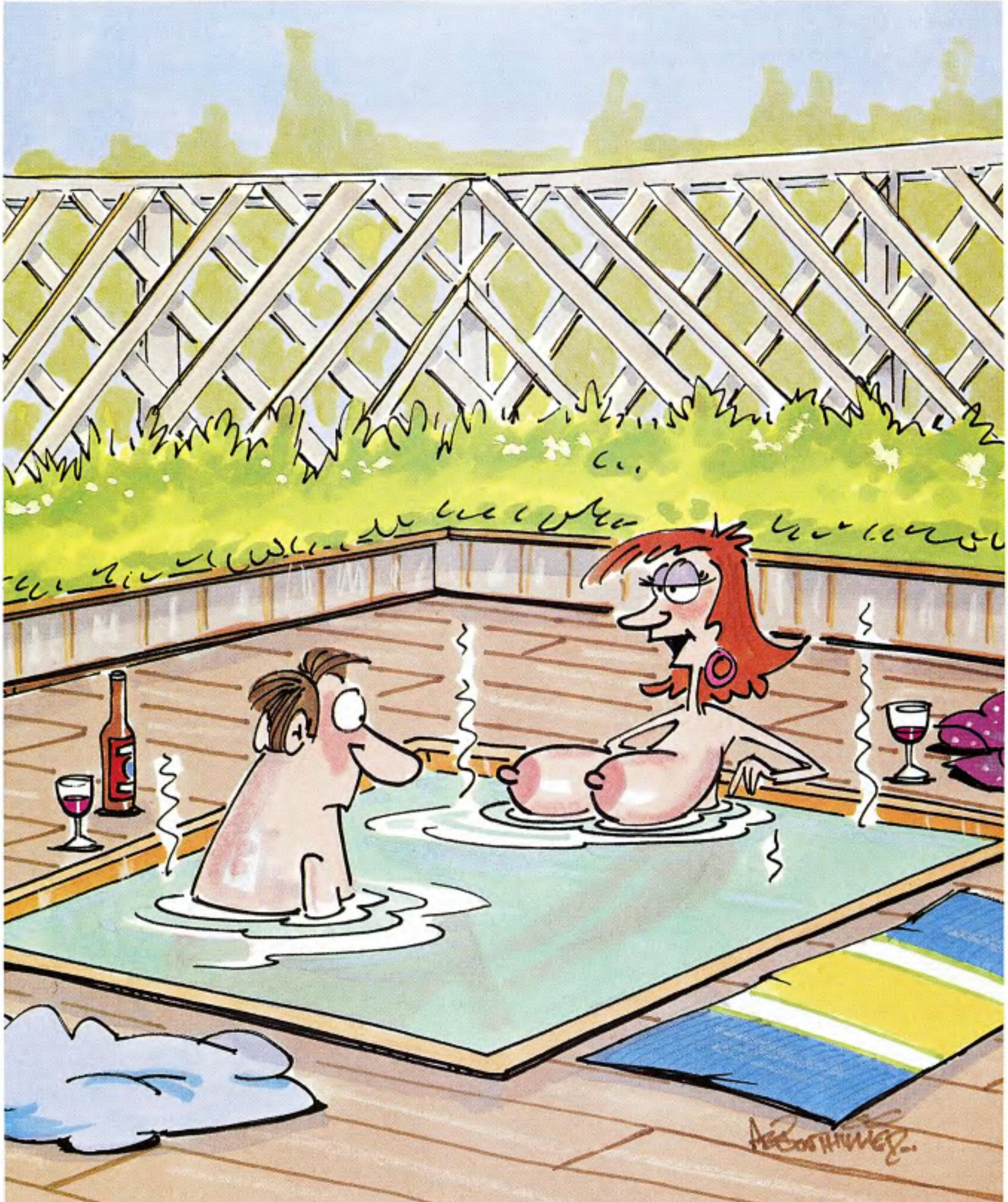
Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com



"Of course they float—plastic always floats."

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Easynews

If it's of interest to bikers, we'll print it.

on the bestsellers list ...

On the road with "Sonny"

Ralph "Sonny" Barger (center) took time out from his busy book-signing duties in Oakland, at Bob Dron Harley-Davidson's "Harleys & Hot Rods" open house Saturday, June 24, to pose with Tracey and Bob Dron, and their grandson, Austin Dron.

The Oakland Hells Angels chapter icon signed nearly 1,000 copies of his runaway bestseller, *Hell's Angel: The Life and Times of Sonny Barger and the Hells Angels Motorcycle Club*. This was the largest signing and selling event to date at any Harley-Davidson dealership.

For additional info on Sonny's book, contact William Morrow, an imprint of HarperCollins Publishers, at www.harpercollins.com.

—Twiggy

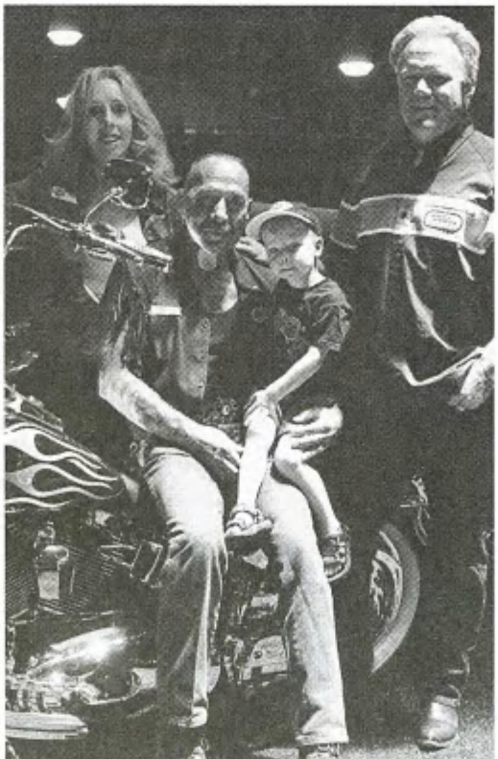


Photo: Michael Dobrin, MDPR

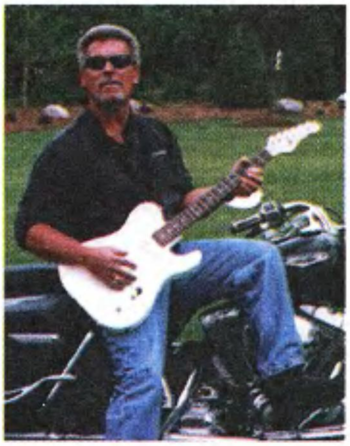
guitar-slingin' winners...

Easyriders/Thump Records Guitar Winners

Putts, parties, and rock 'n' roll. Is there anything more satisfyin'? *Easyriders* and Thump Records just announced the names of some mighty satisfied winners of custom G & L Guitars in *Easyriders'* and Thump's great guitar giveaway.

They are: Craig Kendrew, Plymouth, Iowa (shown below left); Norma Munoz, Las Vegas, Nevada (shown below right); and Dan Garrity, Wadsworth, Illinois. Their names were drawn from all those sent to Thump earlier this year from the contest seen right in the pages of *Easyriders*.

—Road Dog



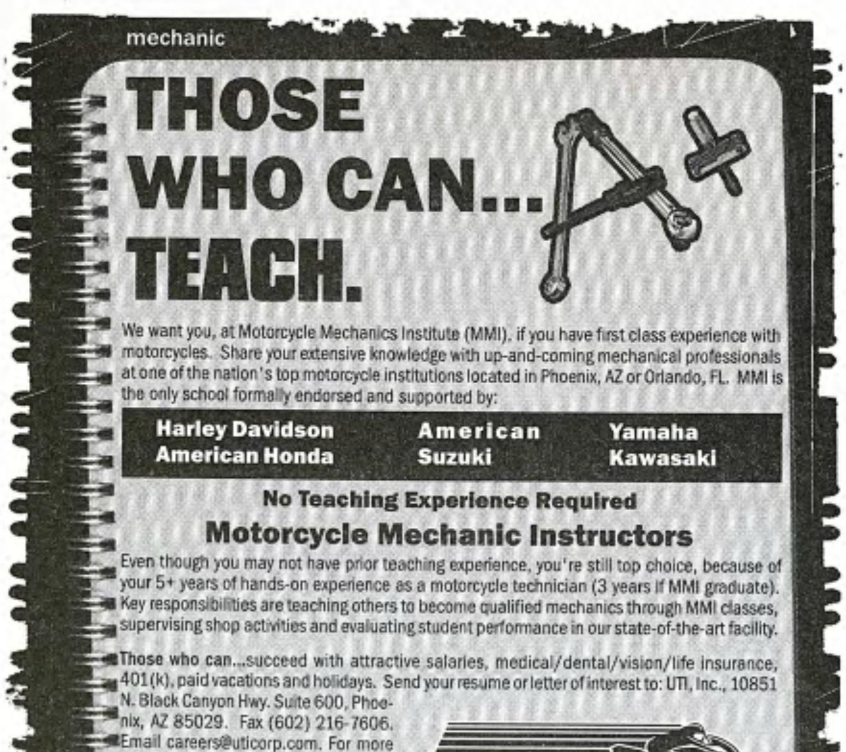
Photos: Courtesy of Thump Records

of special interest...

Bikers Edge

Bikers Edge Cycle and Leather held its Grand Reopening Celebration recently, kicking off the opening of a new location in Wichita, Kansas. Events, such as a bikini contest, bike show, games and dyno shoot-out were held throughout the day. Bikers Edge features Big Dog, Triumph, Indian, custom scoots, and the infamous Russian Ural, and is now the exclusive Kansas City dealer of Easyriders products.

Photo: Bruce Clement



industry news

Harley Soaring High

On July 11, Harley-Davidson, Inc., announced record sales and earnings for its second quarter, which ended June 25, 2000. The Motor Company's second-quarter sales were a whopping $755 million, an increase of 24 percent over the second quarter last year. Diluted earnings per share for the second quarter were 29 cents, a 33.4-percent increase compared to last year.

economics

The high cost of gas

With gasoline prices soaring and car drivers cringing at the pumps, bikers are grinning. Bikes get anywhere from 46 to 73 miles per gallon. "With the average price of gas nationwide edging toward the two-dollar mark, there's one more reason for people to consider riding motorcycles for transportation," said Robert Rasor, VP for Government Relations at the AMA.

"In addition to being fuel efficient, motorcycles ease traffic congestion because they don't take up as much space on the road as cars," Rasor noted, "and it's easier to find a parking space when you ride a motorcycle."

Harley's new entry-level Buell "Blast" gets 69 miles per gallon in the city, and a whopping 73 mpg on the highway. Other Harley models are also good on gas. The 883 Sportsters get 48 mpg city and 57 highway, and Harley's big touring bikes get around 39 mpg city and 46 on the highway.

In contrast, the most fuel-efficient mid-sized car made today is the four-cylinder, two-liter Plymouth Breeze, which gets 26 mpg city and 37 mpg on the highway.

On the whole, motorcycles are cheaper to buy, operate, and maintain than cars. We could be seeing a lot more new riders out there soon.

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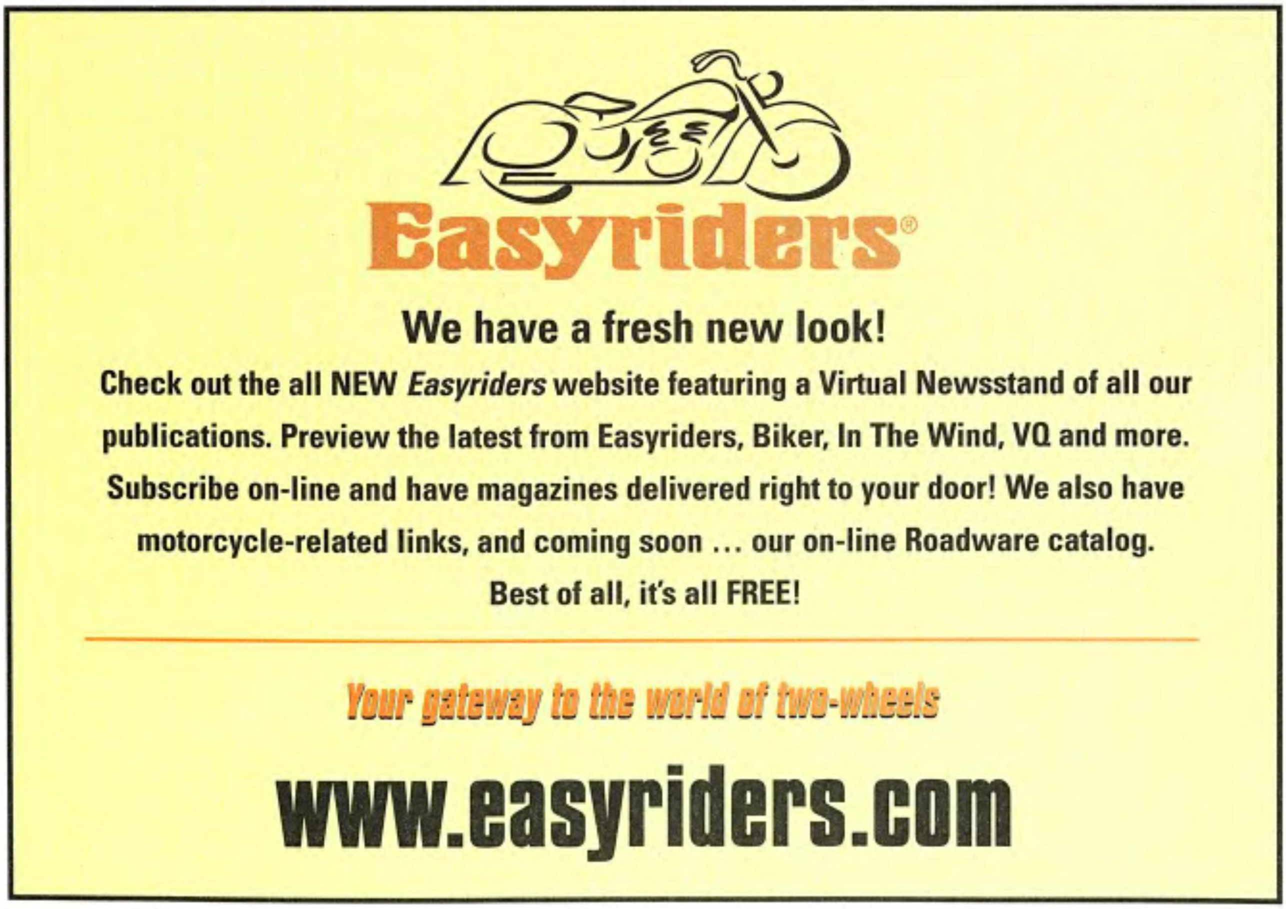
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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

coast-to-coast

Biker News

MICHIGAN HELMET LAW RIDING BUMPY LEGAL ROAD: As reported here earlier, Michigan's helmet law has been declared legally invalid by numerous courts throughout the state and some police departments are instructing their officers to not ticket bareheaded riders.

"About three dozen Michigan district court judges have tossed out tickets for motorcyclists who weren't wearing helmets, giving some bikers more courage to ride with the wind in their hair" according to the *Detroit News*, which further explained that "... judges who threw out tickets for riding bare headed—including 15 district judges in Metro Detroit—agreed with an argument by a defense lawyer that the law can't be enforced because Michigan State Police haven't provided a list of approved helmets, as the law requires."

Although some police agencies insist that the law is still enforceable, Aid to Injured Motorcyclists (AI.) Attorney Larry Katkowsky has challenged the law on behalf of ABATE of Michigan on the grounds that State Police hadn't compiled a list of helmets since the 1980s. The state adopted scientific federal standards of what it would take for helmets to be considered safe, but specific models meeting those standards were never named, cited the June 18 newspaper article.

"They tell you what's legal, what's not legal, what's approved, what's not approved," Katkowsky said. "The law is very clear about that ... until the state police do what they have to do, it's not enforceable."

SHOULD MOTORCYCLE HELMETS BE LAW IN ILLINOIS?

Yes	15.82%
No	84.18%
Total Votes:	1416

Source: Online poll conducted by TheTelegraph.com (Alton, Ill.)

WILL DRIVERS BECOME OBSOLETE?
To build a safer car, Japanese automakers are trying to replace the most error-prone part: the driver.

"Inspired by statistics that blame

human error for most crashes, Toyota and its rivals are rolling out 'intelligent' cars that can almost drive themselves on the highway," states a June 22 article in the Los Angeles *Daily News*.

Current innovations revolve around using laser radar, infrared, and cameras to keep cars within their respective lanes, even in curves, and maintain safe driving distances between vehicles in variable highway traffic.

Although not designed for look-ma-no-hands driving, at least not yet, one system coming out soon will "see" the road ahead through a tiny windshield mounted camera and will help steer the car down the middle of its lane by nudging the steering wheel in the right direction.

According to Japanese research, human error was at least partially to blame for every crash studied over a three-year period, and only 10 percent were related to mechanical failure.

New technologies may soon replace sore eyes and wandering minds, and developers are betting that as prices come down, they'll become standard equipment.

Let's just hope they program their "smart" cars not to run over our dumb motorcycles.

WHO PEED IN THE GENE POOL? One of the long-awaited moments of each new year is the announcement of the Annual Darwin Awards, the prestigious recognition of those people who, by their own incredible, conscious actions, remove their apparently faulty DNA/chromosomes from the gene pool.

Though the list of foolish demises is too long to reprint here, this year's Second Runner Up award should serve as a lesson to anyone contemplating animal husbandry on a motorcycle:

January, 28, 1999—LONDON. A flock of sheep charged a well-meaning British farmer's wife and pushed her over a cliff to her death. Betty Stobbs, 67, was charged by dozens of sheep as she brought them a bale of hay on the back of a motorcycle. The sheep rushed forward and rammed the vehicle, knocking Betty and her bike over the edge of a vacant 100-foot quarry.

"I saw the sheep surround the bike," neighbor Alan Renfry told reporters. "The next thing she was tumbling down the incline."

WHAT'S THAT SMELL? Motorcycling may be getting a facelift according to a recent announcement from Ducati that the Italian bike builder has teamed up with cosmetics manufacturer MAC to launch a "Lady Danger" line of cosmetics. The cosmetics are "designed for the woman who rides the edge and seeks exhilaration in everything she does." OK, so when is Harley coming out with their Hog's Blood brand of men's cologne? Nothing smells manlier than 50-weight oil!

BLESSING OF THE BIKERS: The roar of motorcycle engines drowned out the usual hymns in St. Peters Square on Sunday, July 2, as nearly a thousand bikers revved their engines to greet Pope John Paul as he appeared at his window for his weekly appointment with the faithful. The motorcyclists honked horns, raised their helmets, and raced their engines when the pope acknowledged their presence.

During the Holy Year, various groups have had their day at the Vatican, but on this Sunday it was the bikers who turned out en masse. Before greeting the Pope, the throng of motorcycle riders had their helmets blessed.

QUOTE OF THE MONTH: "I believe government oversteps its legitimate role when it excessively interferes with personal freedom. That interference includes regulating an adult's decision about his or her well-being if such decisions do not endanger the life or safety of others. Reasonable adults should be trusted to make reasonable decisions." These words of wisdom were uttered by Florida Governor Jeb Bush in a statement to the press after signing the helmet law repeal bill on June 16.

—Bill Bish, NCOM

politics

Fess Up NHTSA!

Back in '69, the state of New York did a study of the effects of their mandatory helmet law. Their supposed study showed that from 1966 to 1967, there was a decrease of 39 percent in the total number of accidents reported, from 5,184 to 3,161. But the report went on to say that "the distribution of severity in these cases was nearly identical and the proportion of fatalities among all accidents [was] unchanged.

A comparison of the head and neck injuries among fatalities for the time period showed that wearing a helmet was associated with greatly reduced fatal head injury (39 percent), but greatly *increased* fatal neck injury, from just under six percent to close to 38 percent.

In addition, in 1967 all riders were required to wear helmets (the law) while in 1966, some riders wore helmets before they were required, so the differences could have been larger. (Their report never mentions the dramatic decrease in motorcycle registrations when N.Y.'s helmet much hated law took effect in 1967.)

In 1973, in response to that study, NHTSA issued Safety Recommendation H-73-30, wherein NHTSA stated, "Whereas the finding of the New York study is not conclusive, the implication is sufficiently strong enough that the Board believes the subject should be further investigated without delay."

That was 1973. In 1974, NHTSA Research Institute was requested to comply with the recommendation. Their last entry was September of 1974, when NHTSA published "A Motorcycle Safety Helmet Study," which claimed that helmet usage "does not" adversely affect the neck to a significant extent during accidents. The report went on to say that NHTSA planned to conduct clinical research to resolve the question as soon as possible. Yeah, sure!

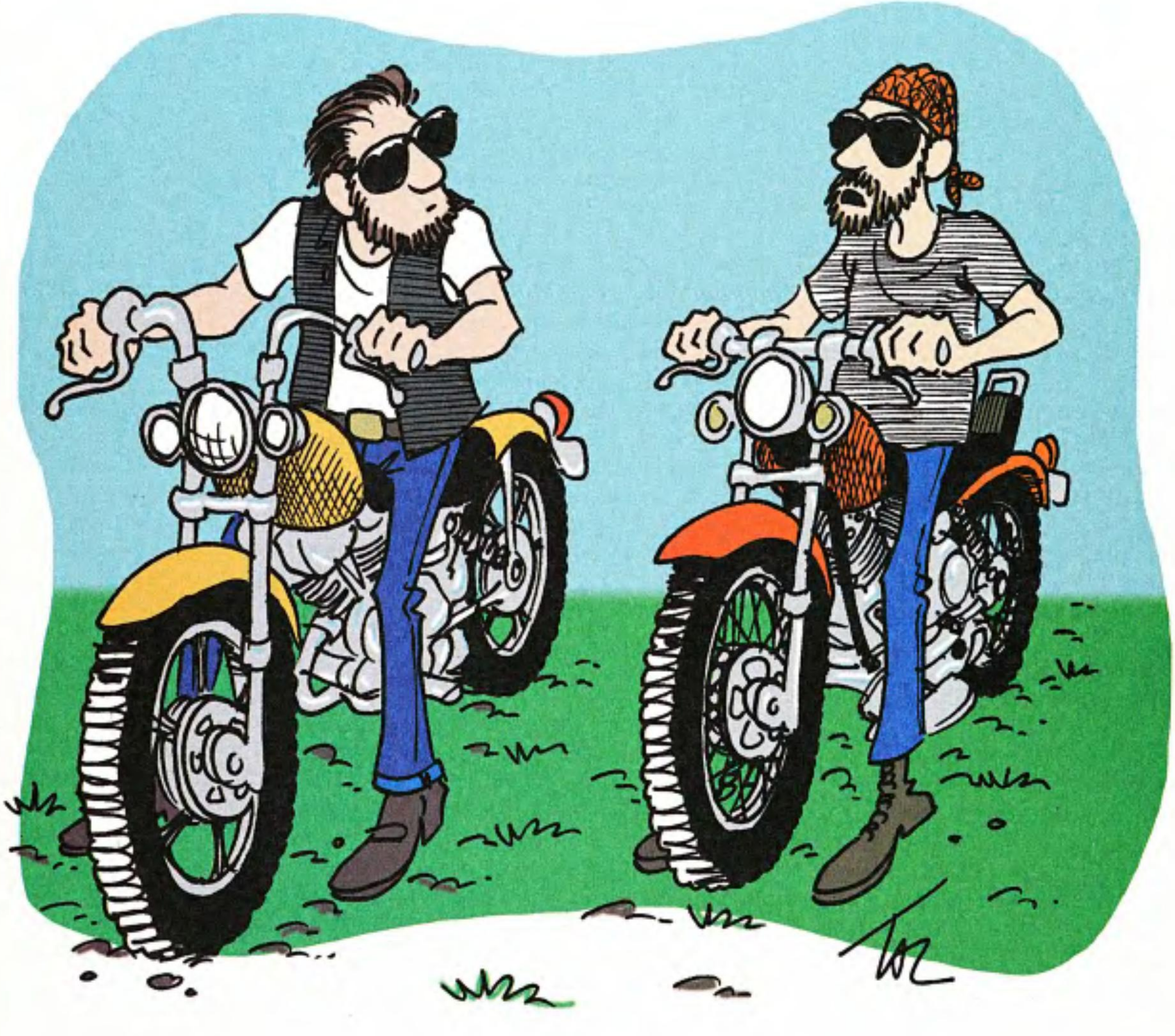
NHTSA, after 25 years, what happened with your New York study? What happened to the data from other states, and all your clinical research? Oh, now I'm catchin' on. If your investigation doesn't suit your agenda, stash it, and hope those damn bikers forget and go away. NHTSA, bikers don't forget and we will never go away!

Thanks to Wyoming Central ABATE's *Road Skill* newsletter for bringing this important item to our attention.

—Twiggy

How come skiing isn't a popular sport with us bikers?

Because it's too damned hard to ski with a pole in one hand and a beer in the other.
Brasso



"I was sure I was right, but then my ol' lady agreed with me, so now I've got my doubts."

two-wheeled tidbits

Spanning the biking globe…

Helsinki, Finland: The biker wars are so bad there that they are having a biker trail in a "bomb shelter" because of concerns over retaliatory attacks by rival clubs! There are plans for tons of police protection as well. The defendants are charged with killing three men and wounding four others in a pizzeria shoot out in January during a break in the trail of other bikers.

It's another world over there, folks. Since 1994, about 15 people have been killed and 75 injured in feuding between bikers in the Nordic countries that have included car bombs and anti-tank grenade attacks in Denmark, Finland, Norway and Sweden. Here in the U.S things are a lot more peaceful, thanks in part to the influence of the many Confederation of Clubs that have formed.

China: Touring on a bike in China just got easier. Their first international motorcycle fair took place June 16-21 in Yinchuan, the capital of Northwest China's Ningxia Hui Autonomous Region. The motorcycle event publicized the region's tourism resources and attracted domestic and overseas investors as well as visitors.

Phoenix: Titan Motorcycle Company announced the grand opening of it new online store at www.titanmotorcycle.com. Kind of like Harley has done, now Titan enthusiasts can get stuff from a wide range of signature clothing and accessories designed especially for Titan folks.

They also added 15 dealers during the first four months of 2000. Combined, the new dealers have produced more than $3 million in sales for the Phoenix custom motorcycle maker.

England: The U.S. isn't the only place with road rage. A biker there died after plowing into the back of a car when its driver slammed on his brakes in a road-rage incident. Ian Harvey, 20, left the scene, leaving 22-year-old Gareth Jones fatally injured in the road.

Harvey had been drinking with friends all evening and decided to drive home. His route took him to Winchester where he drove his car at a group of pedestrians and threatened to kill an off-duty soldier. After leaving that scene he happened on Gareth Jones on his motorcycle. He stopped violently in front of Mr. Jones who was unable to avoid the crash. Jones died from his injuries the following day at Southampton General Hospital.

—Gunny
Oregon AIM Chief of Staff

events

Steel Pony

The Steel Pony Express Motorcycle Run & Festival, featuring the Traveling Veterans Wall & Museum, is ready to roll into New Orleans. The "Wall" arrives Thursday Nov. 2, 2000 and the partyin' erupts Friday night and continues for three days. Call Scooter Promotions toll free at 1-887-991-RIDE (7433).

stray parts

Feed Your Head

With the Clinton Regime and other assorted maniacal land Nazis busily banning our off-highway vehicles from public acreage—while at the same time shamelessly sucking up to the keening, arm-flapping tree-huggers—you might be interested in this snippet from *Columbia Outlook*, the bimonthly newsletter of the Columbia, Washington, Sierra Club group:

"Despite having planned some really cool outings, attendance for April events decreased. For instance, no Sierra Clubbers showed up for the SOLV-IT Trash Clean-up on April 29th. Our absence was especially humiliating considering the fact that 50+ off-road vehicle enthusiasts showed up to pull cars and sofas out of the forest."

With tongue planted firmly in cheek, Terry Cook of the American Motorcyclist Association asks, "Will the real environmentalists please stand up and hold up your helmets?"

Laxative Department item: Have you ever wondered if taxation without representation was actually cheaper back in the 1700s? Well, wonder no more. The latest Tax Freedom Day was May 11, which is the date to which we Americans worked this year simply to pay our multitudinous combined government taxes, and I began to wonder exactly how much jack Uncle Sugar extorts from us.

(Be warned, when I first finished ciphering this, I was sure my math was wrong, but nope—so I recommend sitting down on the nearest crapper before reading any further.) In a nutshell, the total estimated tax collections in the USA for 1999, according to the Government Accounting Office, was a whopping $2,667,000,000,000. That's $2.667 trillion, Mabel.

Now consider this: the entire world's population reached the 6 billion mark this past October 12, 1999, according to the Population Reference Bureau. With me so far? That means if we Americans parceled out our annual tax bill evenly across the entire globe, every man, woman, and child drawing breath on Earth would receive $444.50 apiece! And I repeat, that's just one year's plunder. Be sure to flush that bowl twice, bro—it's a long way to Washington, D.C.

This is a hoot. Seems that Massachusetts state motor cops are themselves wearing illegal helmets while issuing a paper avalanche of "improper helmet" citations to us bikers, not to mention confiscating our "questionable" lids, and even towing away some of our scooters. To illustrate the PeeDee's rank hypocrisy, Bay State motorcyclists' rights activist Bill Gannon snapped a photo of two members of the State Police Motorcycle Squad, head honcho Lieutenant Bill Cederquist being one of them.

Gannon's pic shows these two-wheeling Barney Fifes on duty in Boston, wearing the regulation helmets issued by their department, and guess what? Neither of their helmets has the legally required Department of Transportation (DOT) label affixed to the back. Not only that, Gannon notes, but the helmets are Bell Pro-Police Model SD-600V Motor Helmet—a bucket which failed DOT's own test in 1998 (Highway Safety Report #633196).

That old Paladin cap pistol of yours could be worth big bucks in Maryland. I wish I were making up all these off-the-wall displays of legislative stupidity, but no such luck. According to Cowboy, who regularly shoots off his clear-eyed observations of the absurd from the World Weird Web range, Annapolis alderwoman Cynthia A. Carter has proposed a citywide program to buy back water pistols, cap guns, and other toy weapons to curb "violent behavior" among children.

"This is a real dilemma," says Steve Dasbach, the national director of the Libertarian Party. "Do we praise this politician for going after toy guns instead of Constitutionally protected real guns? Or do we point out that buying back toy guns will no more keep our streets safe than buying back non-alcoholic beer will keep Ted Kennedy sober? . . . Or should we just give this politician an award for coming up with the most entertainingly goofy idea of the year?"

This week, the first-term Democrat argued that children "can't distinguish between a real gun or a play gun" and said she would eventually like to make all toy guns illegal. But until that happens, Carter said she will seek city funds or private contributions to start the toy gun buy-back program. I can see it now: a SWAT team surrounding an eight-year-old rugrat cowering behind a lemonade stand, screaming over the bullhorn, "Put down that Super Squirter, kid, and come out with your hands up!"

And that's all the room I have to squirt off this month, troops, so until we scrape the pegs through the next curve, keep your pecker up, as the British say.

—Savage

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
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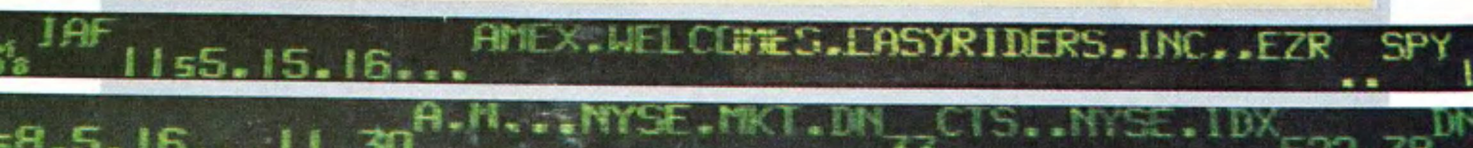
HDI	HARLEY-DAVIDSON	1986	46.875	8/18/00	48.00 - 22.53
PII	POLARIS/VICTORY	1996	31.750	8/18/00	40.12- 25.56
TMOT	TITAN MOTORCYCLES	1998	0.688	8/18/00	3.68 - 0.37



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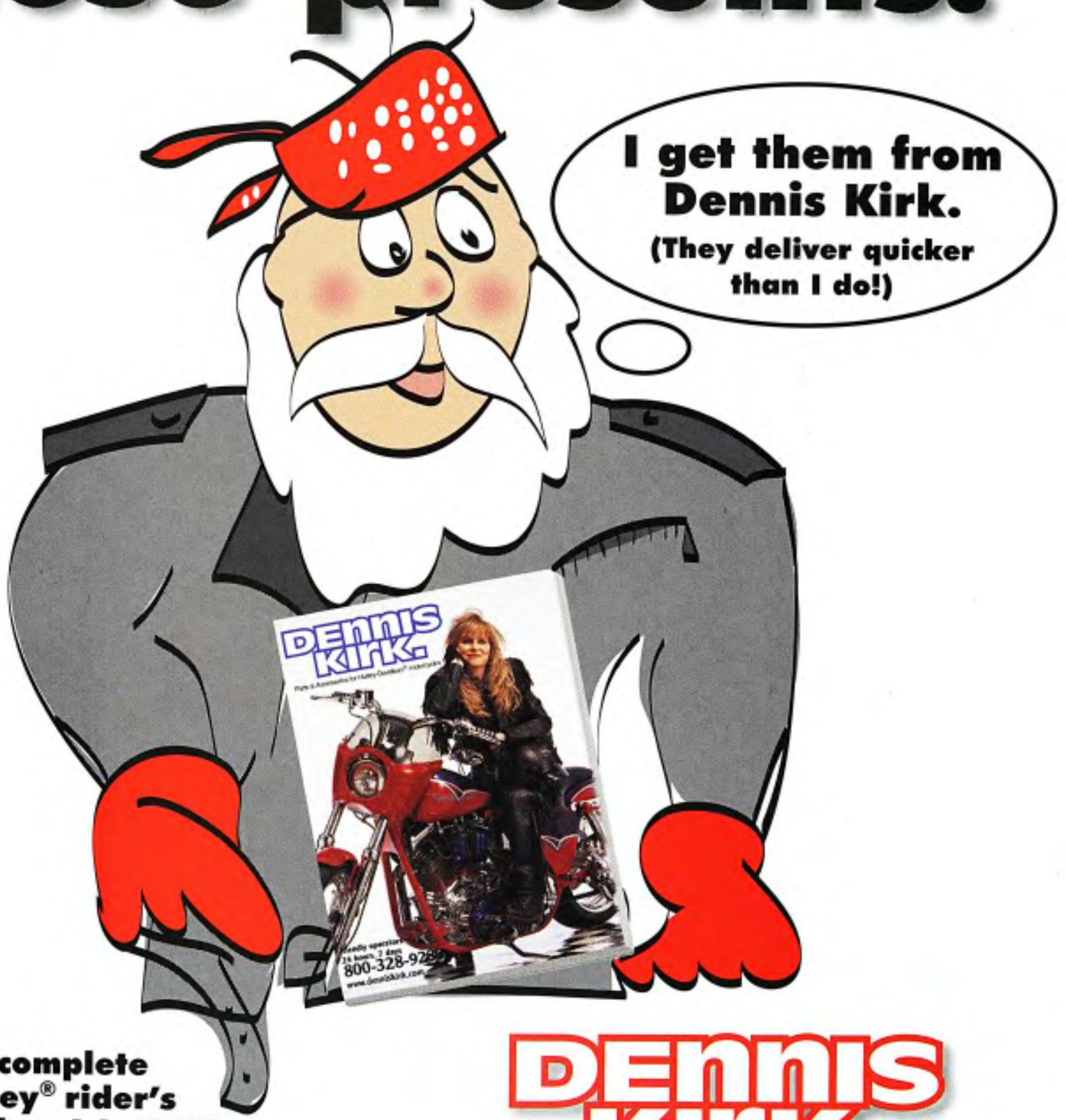
Santa doesn't carry all those presents.



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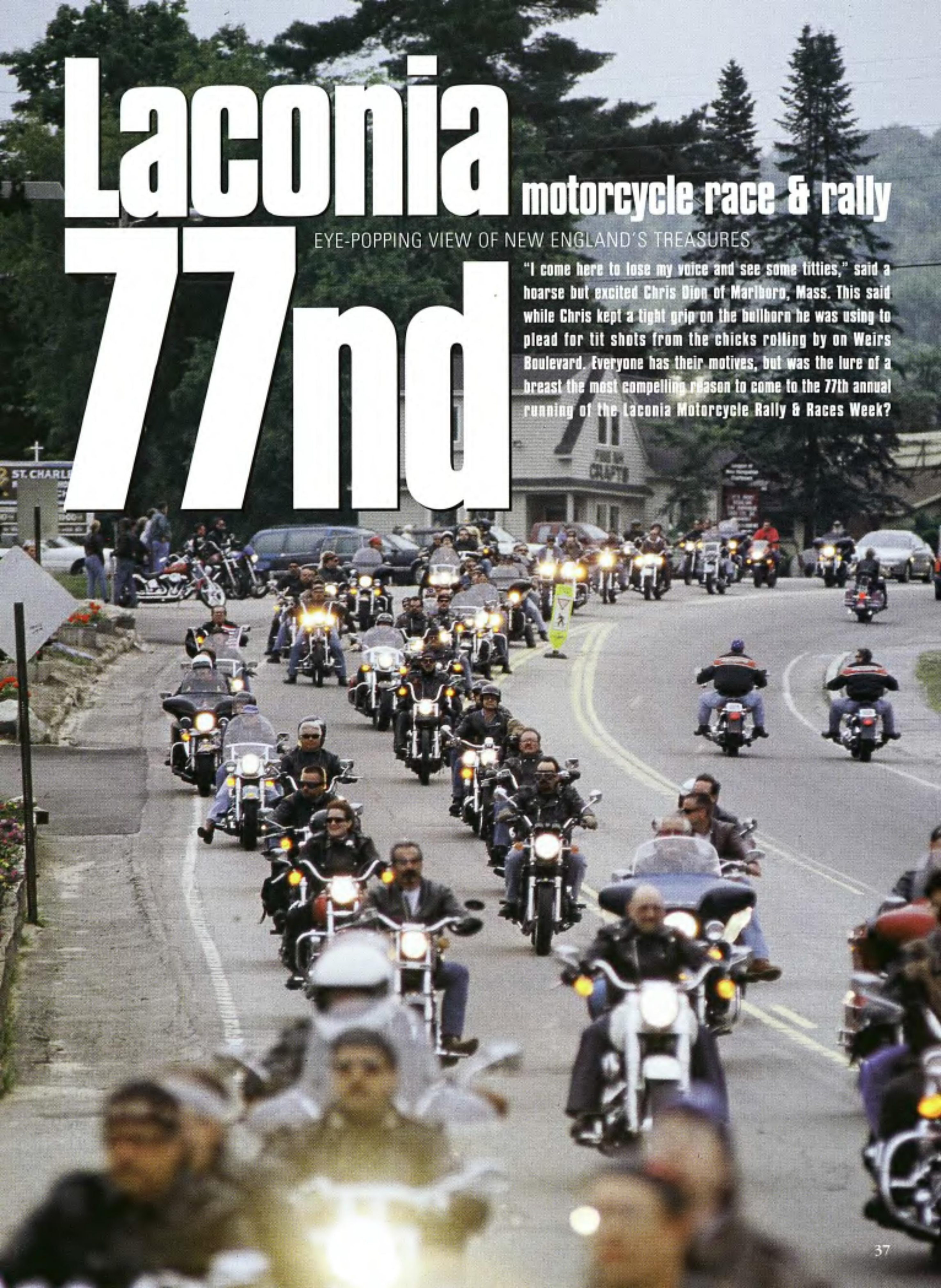
Laconia 77nd motorcycle race & rally

EYE-POPPING VIEW OF NEW ENGLAND'S TREASURES

"I come here to lose my voice and see some titties," said a hoarse but excited Chris Dion of Marlboro, Mass. This said while Chris kept a tight grip on the bullhorn he was using to plead for tit shots from the chicks rolling by on Weirs Boulevard. Everyone has their motives, but was the lure of a breast the most compelling reason to come to the 77th annual running of the Laconia Motorcycle Rally & Races Week?



Well, how about it? Could there be a lot more to this event than gawking over masses of mammaries from the northeastern states? After all, this party has been goin' on for 77 years.

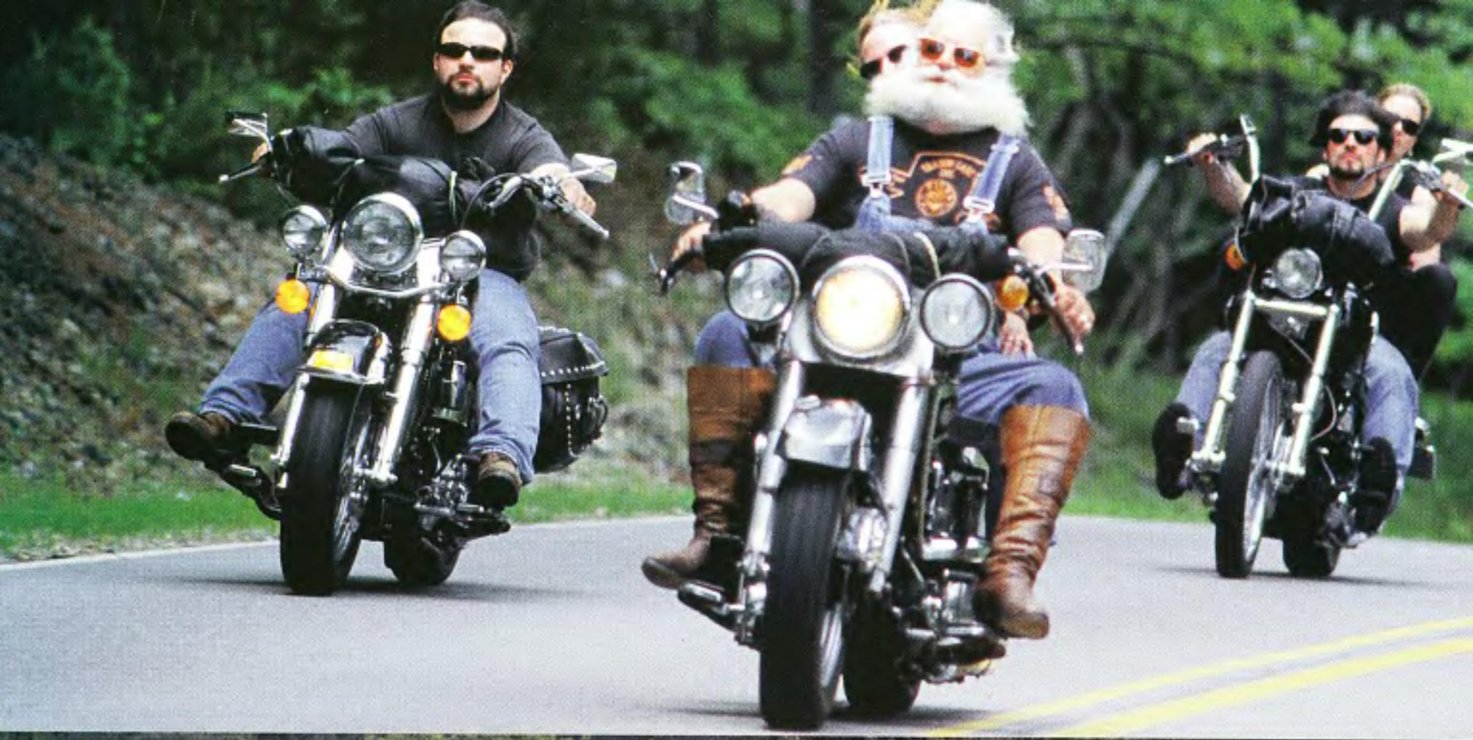
After five days of being in glorious New Hampshire for the first time, it can be said with certainty that there is a whole lot more than fleshy meat pelts hangin' like lanyards to bring in the biker hoards. 'Course, there's nothing wrong with tits. Yet with world-class motorcycle racing action at New Hampshire International Speedway (see Ricky Racer's account on page 44), quaint and classy New England homes that looked like Norman Rockwell paintings updated during Rally Week with a David Mann biker touch, and the spectacularity of the scenery, beginning with 283 miles of shoreline to Lake Winnipesaukee's lush, green vegetation and quality winding roads to view it all from, bare breasts are mere incidentals as to why motorcycle enthusiasts have been coming here since way back in the early 1900s.

Oh, and one other little factor: the people living here are as friendly as any anywhere. It's impossible to count all the "thanks for coming," and "do you need anything?" comments from folks who actually look forward to the annual two-wheeled invasion.

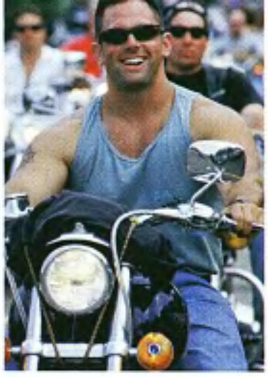
The brotherhood wanted to party, and for the most part throughout the week, we did. Early in the week the weather, way more than law enforcement, was responsible for keeping things more quiet than usual. The cops were present, but not threatening. If you screwed up you paid. Like always.

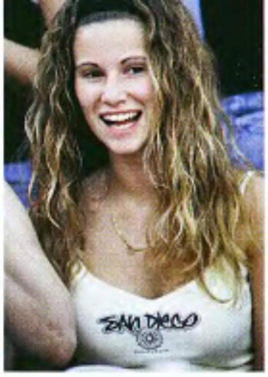
By and large the Laconia police officers we met were pleasant, especially if they were assigned a corner and were able to watch the nonstop parade of American iron and off-shore putts hauling babes. Many were the outstanding butts jutting up on the back of rice grinders in perfect ramming position. Gotta admit, it was a hot look. Women have been a big part of Motorcycle Week in Laconia since early on, with reports of ladies riding their own bikes and dancing on the pier in leggings. Heavens to Betsy! Today's blossoming, let-it-all-hang-out babes are just a natural progression from their foremothers.

Business was down early in the week due to cool and wet weather, as reported by the *Manchester Union Leader* and *The Citizen* in Laconia. Bikers have been coming to the Lakes Region since the teens to take in all the sights, with the first organized AMA Gypsy Tour in 1919.

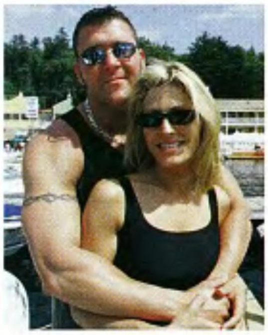


WRONG
WAY





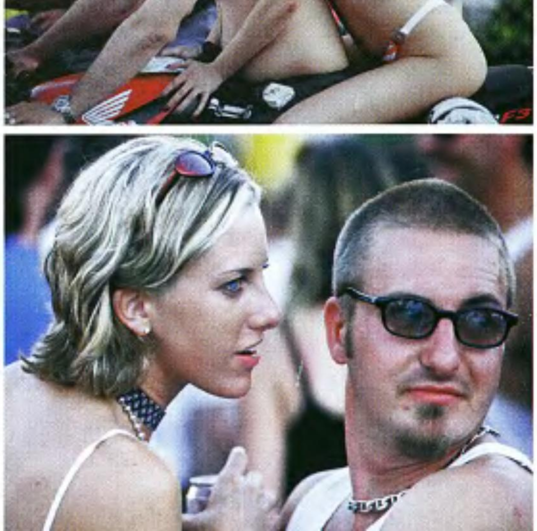
The area has become a haven for entrepreneurs of all types. Damn near anything is given a biker slant these days, and with the wide variety of people puttin', why not? But pardon me if I don't get teary-eyed when a vendor complains about slow business for his overpriced crap masquerading as "collectible memorabilia." And there were over 300 vendors looking to cash in on the visiting bikers this year in The Weirs alone. The mom and pop shops were the ones we tried to deal with. These folks hang in there all year under adverse conditions and realize this is a big opportunity to cash in and take advantage too. However gouging persists. For instance, parking for bikes close to Lakeside Avenue went from free the first Sunday, to $5 midweek, and up to $10 by Friday. Supply and demand, baby. In short, it seemed like everybody made hay.

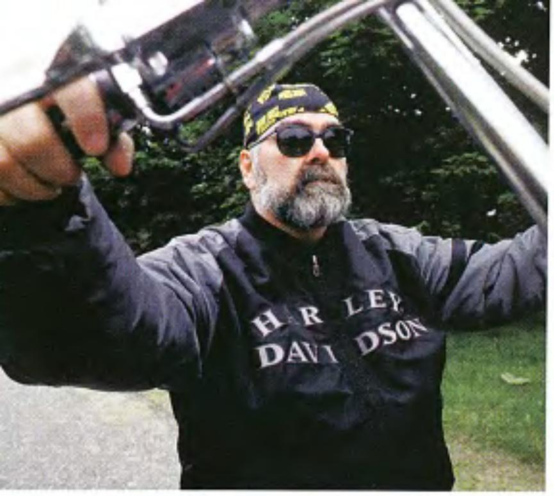


"high-powered expolsions from heavy-duty machinery"

The fall of Saigon was probably similar to Saturday night ... high-powered explosions from heavy-duty machinery, sirens, honking horns, howling voices, and helicopter blades cutting a swath through the smoky sky in search of random pops delivered from unknown sources. In short, more sound than can equitably fit in your ears. That's how it was on the closing night.

Even though it was the final night of cutting loose for most folks who had come up for their annual visit, attitudes of rebellion were scarce. Unless you call burnin' a fat rear tire down to its seared cord rebellious. Looked like good entertainment to us. The burnout bro managed to bail before the boys in blue arrived and all witnesses questioned claimed either temporary blindness or short-term memory loss as far as where the culprit went. "Couldn't see 'em, Officer, too much smoke." Guess some things never change.





The fall of Saigon reminds us that this year marked the 25th anniversary of the failure of the U.S.'s unclear political agenda in Southeast Asia. Our young men didn't fail, but their Washington-based leaders did. And that, coupled with Flag Day on June 14, and the next evening's awe-inspiring POW/MIA Freedom Tour saw to it that both the brave warriors who returned and their left behind brethren were remembered. The Seventh Annual Freedom Ride was organized by Paul Lessard of the Northeast POW/MIA Network, with the help of many, including Associate Coordinator Bill Aucion from the MMA of Massachusetts. Escorted by the Laconia and Meredith (N.H.) Police Department Motorcycle Units, an orderly parade of approximately 1,000 riders on at least 600 bikes snaked its way from the Kmart Plaza parking lot in Gilford at 6 p.m. sharp, through Weirs Beach, to Hesky Park lakeside in nearby Meredith. The event, appropriately held in the state whose motto is "Live Free or Die," was highlighted by a riveting speech of patriotism and gratitude to all who served from former U.S. Air Force Sgt. Adrian Cronauer, the

Photos: Mike Lichter/Kim Peterson

co-author and subject of the movie *Good Morning Vietnam!* starring Robin Williams. The evening was topped off with a lighting of candles and a solemn Lakota Spirit Calling Song by Native American Ken Cunningham. Emotion and camaraderie keyed the cause of our brothers left behind that night at Hesky Park and their memory remained with us throughout the week.

With upwards of 300,000 bikers attending the Laconia Run this year, it was hard to catch all the action. Everyone had his/her own particular stories and places of partydom. Our favorites were simple—meeting folks at different oddball sites like the side of the road while photographing passing putts and in the mud and weeds of Rocky Road campground by the Speedway where we met Rocky Bagone, who offered private scooter-only tent camping on his property. Then there was the Hawg Hill Cabin Colony gang, just outside of The Weirs, where little rustic cabins in the woods were rented strictly to bikers, who received musical entertainment each night. Awesome places, awesome brothers.

All this was just a fraction of what was going on. We got a history lesson on intolerance toward bikers in 1965 by the New Hampshire governor, local police officials, and the National Guard, provided by hard-bodied hotelier and Fat Boy-riding Cynthia Makris, detailed further by her bike-riding 70-something father, Peter Makris, an attorney and former D.A. for Laconia in the '70s. His wife, Hope, was raised here and her family has owned the Naswa Resort since the early '30s. They've truly seen it all.

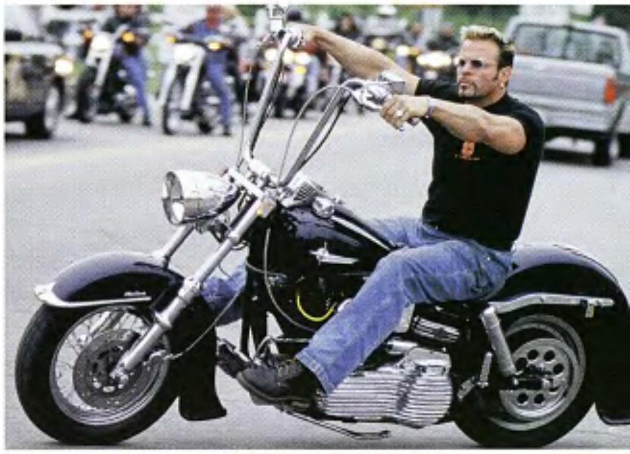
Then came dawn on Sunday. You couldn't see them, but there was no mistaking the angry roar of straight pipes cutting through a Walden Pond-like serenity ... velocity stacks sucking air and twin-cammed thunder knifed through the syrupy fog enveloped across Lake Winnipesaukee. Last night's hangovers were being cured with a brisk ride. The better for taking in the majesty of northern New England.

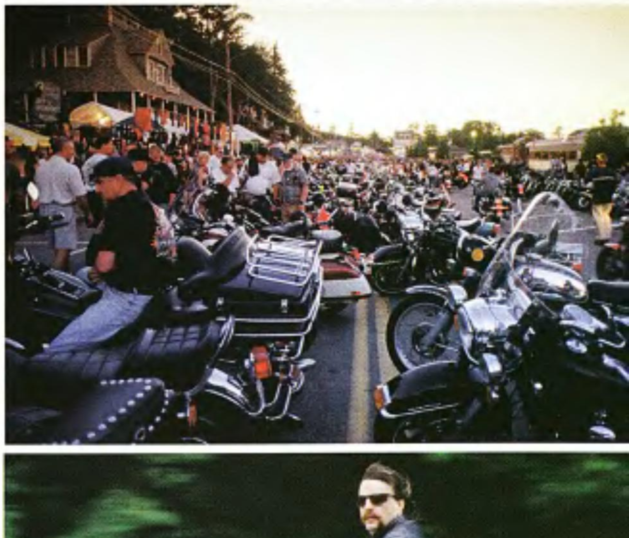
Some would spend their Sunday going to the race track in Loudon for the Pro Thunder and SuperBike finals, where they would be unfortunately soaked and the racing action postponed until Monday. Most were packing it up for the trip home. All comfortable knowing they had once again had the time of their lives in the Granite State.

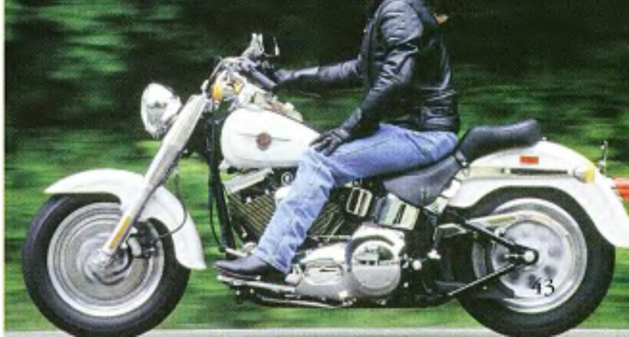
In a time when so many runs are running amok with inflated prices, it's good to know there are still a few bike events left where riding through beautiful scenery is the thing and brotherhood is still the major draw. Yep, we'll be back.

—Loudmouth

For all the poop on the Laconia Races ... turn the page.







Loudon Ra

It Was The Weather, Again: Making "Sacrificial Lambs" Of Buell Pro Thunder Racers, And Delaying The Superbike Finale To Monday

cing 2000

It wouldn't be Loudon if it wasn't about weather.

Whether it's heat so intense that racers are collapsing when they pull into the pits, or rain so heavy it's like riding through a car wash, the weather gods play with the Loudon Classic more than any race event or track I've ever been to. The annual Syracuse dirt track race used to hold that distinction for me, but just before they were ready to retire the Ugly Weather Rainout trophy the promoters themselves pulled the plug several years ago. I think I remember a time when they scheduled two Syracuse races in a season-and got both of them rained out. But I digress...

The biggest thing about the 2000 version of Loudon Classic race weather was that nobody had any idea what was going to happen on Sunday-most of all, the weathermen (Now there's a flash, right?). We had no fewer than four different Sunday weather forecasts in the space of 12 hours on Saturday. And, because none of them said rain, they were all wrong.

But just as the SuperBikes went out for their warm-up laps in preparation for the beginning of hostilities in Sunday afternoon's big 39-lap finale, it started to drizzle. Not like Saturday afternoon's black-cloud drenching, but thin gray drops from the thin gray sky. Then more little thin gray drops joined them. More than you thought a thin gray sky could hold. But on they came, long and steady, forcing the SuperBikes off the track and back under their pit-row tents (new or newly-repaired versions of the ones that were ripped apart and blown down in Saturday's mini nor'easter that preceded that storm).

There the bikes sat, waiting for either the rain to stop or an AMA decision to race on rain tires. Under the tents, the talk was also pretty negative about the safety aspect of trying to control a 170 horsepower superbike in the wet, on the short, tight, hilly New Hampshire International Speedway track that many of the racers hate running on when it's dry. According to some of those who commented, the track's problems are compounded in the rain because of the sealer that's used at the transitions where the oval track meets the roadrace course. It's glare-ice slick; and it's used in the turn areas.

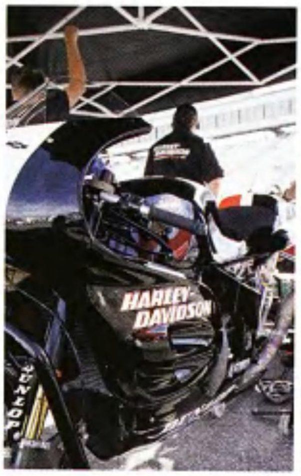
After about an hour of steady rain, the decision was made: Make "sacrificial lambs"-as the P.A. announcers called it-of the Buell Pro Thunder-class racers, and send them out to race ahead of the Superbikers, whose race they were originally scheduled to follow. The knee-jerk reaction to this would be to rag on the "prima donna Superbikers", and applaud the cajones of the manly Pro Thunder racers. And that's sentiment would be mostly wrong. It's more a practical matter of horsepower and traction on a wet surface. The twin-cylinder Buells and Ducatis of Pro Thunder simply don't make the wheel-spinning, tire-shredding horsepower of most of the multi-cylinder SuperBikes. So they can get more of their horsepower onto the ground more effectively-and more safely. This point was amplified when both the twin-cylinder Harley and Ducati Superbike teams were willing to race; and further amplified when you saw that the two fastest lap times in the wet practice session belonged to H-D factory superbike pilot Pascal Picotte and Vance & Hines Ducati's John Kocinski.

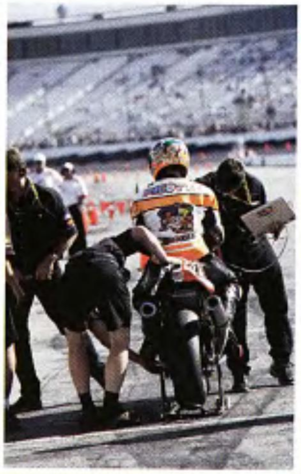
So the Pro Thunder bikes were sent out for a 10-minute practice to test the track, followed, hopefully, by the race, and saving the SuperBikes for the chance of a dry track later on. There was also a question of running the race to "reward" the faithful fans who were sticking it out in the wet grandstands, but who were getting a tad "restless" as the delay wore on. The second part of the AMA's decision, reportedly meant to appease any racer who thought a restless crowd was no reason to risk a career-ending get-off, was that the race would pay no championship points. It was here that NHIS's owner stepped up and doubled the purse for those who would race: from $10,000 to $20,000. Which made the prospect very agreeable to the now mostly local racers who girded up. (Although it should be noted that reigning champion Shawn Conrad joined them.) And in fitting fashion, the race was won by local rider, Chris Arbor.

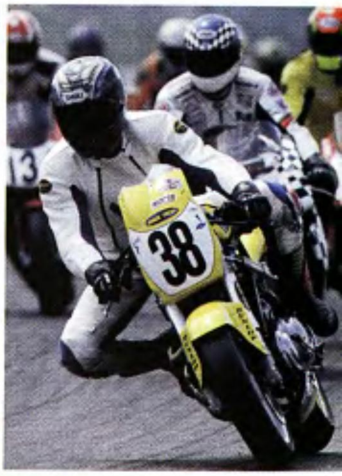
The Superbike race finally went off. On Monday. In the dry. Aussie Mat Mladin on his Suzuki lengthened his points lead with another win. My hero, Pascal Picotte, put his factory orange-and-black VR1000 in a respectable eighth. And Millionaire Mr. Russell on the other factory VR? 17th.

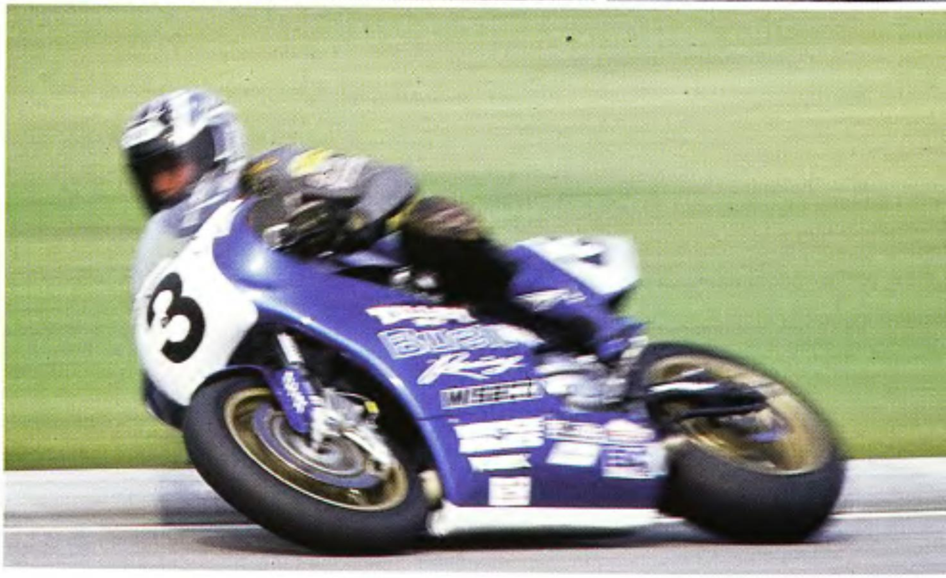
— *Ricky Racer*

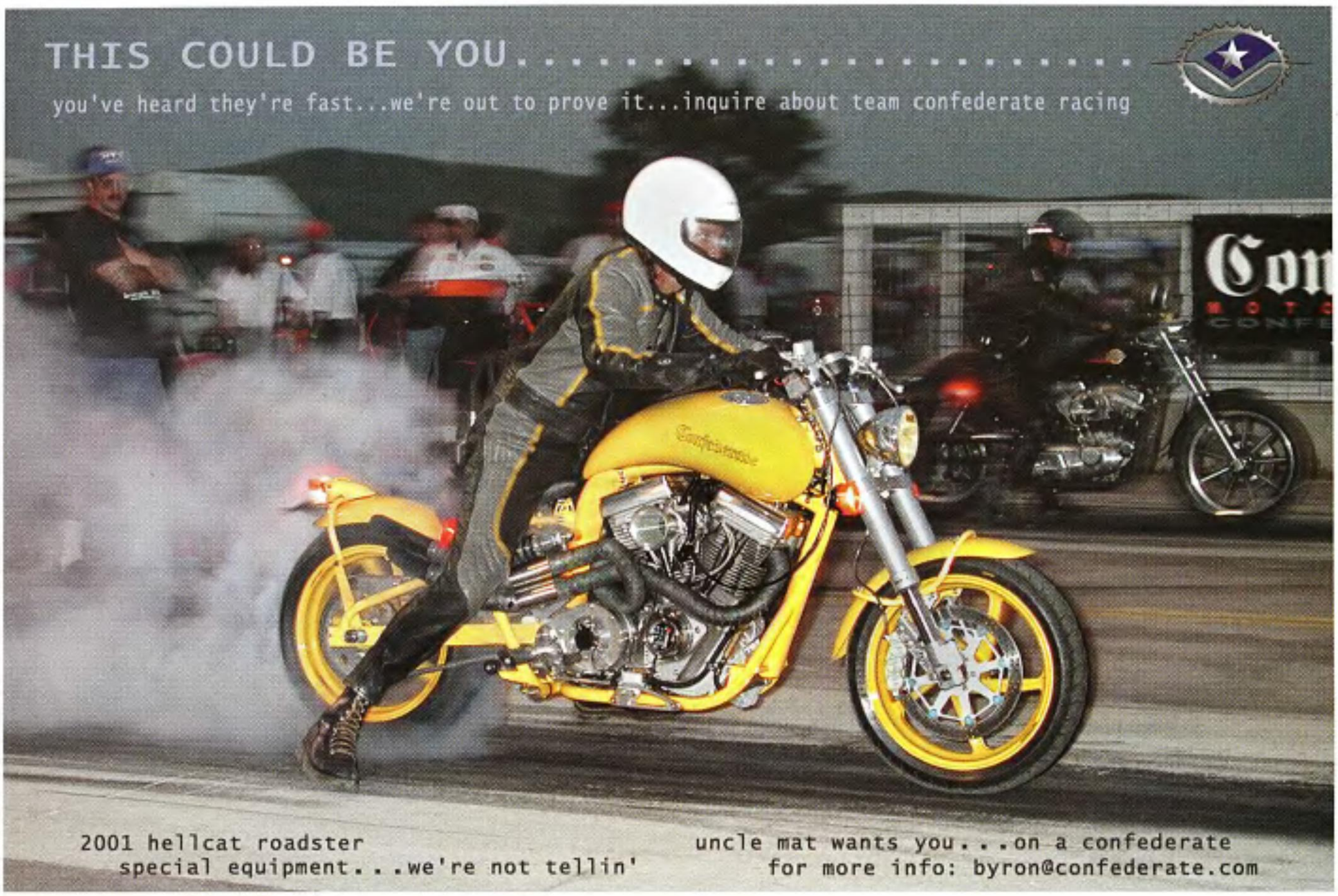
Photos: Rick Menapace











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ELIMINATOR ELIMINATED?

Whatever happened to a product called a battery eliminator, or I think properly called a battery rectifier? I know one time that Canyon Run used to sell these things. I had a '58 Panhead and used one on it.

James Alsabrook
Richmond, Texas

Yeah, they are still available. Your battery eliminator, used on kick-only bikes to avoid the use of a battery, is carried by Custom Chrome, Inc. (part number 28-276). The brand name is White Bros.

INTEGRAL BRAKES ETC.

A friend told me he had read an article some time back about how to make the front brake activate via the rear brake pedal. I have a 2000 Sportster on order; it's an XLH 883 but I lost four fingers from my left hand and can't use the hand brake. I plan to trike it using a voyager kit. Also, is there any way to convert it to a foot throttle?

Bill Stead
Devon, Pennsylvania

Sounds like you need an integral brake system, like those used on cars. One pedal works both front and rear. Contact Wilwood Engineering; they make a huge array of brakes for racing cars, street cars, and Harleys. They also have things like proportioning valves (also referred to as "prop" valves), which are used to divert the right amount of pressure from one master cylinder to two sets of brakes. You could also run dual master cylinders appropriately sized to deliver the right pressures to both front and rear. This is key, since 75 percent of your weight is on the front wheel when stopping. Wilwood also has a kickass tech department that can be reached by calling (805) 388-1188, or check 'em out on the Web at www.wilwood.com. As for the foot throttle, this is more a matter of some trial and error engineering as opposed to being able to buy one. Talk to some fabrication shops, maybe some truck mechanics and the like. Hats off to you for staying in the wind, man. Please let me know how you do.

SPORTY SOUP-UP

I just got a Sportster 1200 engine and want to build a scoot, but don't know shit about mechanics. I plan to go for 96 cubic inches with flowed heads, two sparkies in each, and Andrews cams sitting in a rigid frame with an Avon 230 out back! Can I get the cubic inches and higher horsepower without losing the dependability and reliability of the Sportster engine? And can you shoot me any info on where I can order shop manuals?

Clueless Caged Dreamer
Iowa Park, Texas

Aah, the myth of big cubes, high horsepower mixed with dependability and high mileage. Well, you can build that 1200 into a dynamite package that will perform and be reliable, but remember, the last link in the chain is your throttle hand ... if ya know what I mean. Axtell (1424 SE Maury, Des Moines, IA 50317; 515-243-2518) has big-bore Sportster kits for up to 114 cubes. Personally, I wouldn't run two plugs in the heads; rather, I'd run a good set of heads and/or a good ignition. My recommendations: Edelbrock Sporty heads and a Dyna 2000 ignition system. Manuals can be ordered from any H-D dealer or from Harley-Davidson Motor Company: (414) 343-4056; www.harley-davidson.com

MIX AND MATCH?

I was wondering if I could run a RevTech six-speed overdrive tranny with a Primo Brute III belt drive in a Paughco five-speed Evo swingarm frame. I don't know what to consider the bike for ordering things, like FLH, FLT, or what year for that matter. So I was hoping you could guide me in the right direction.

Darrell Sigmon II
Alpine, California

OK, here's the long and the short of it ... the RevTech six-speed box made for a Softail coupled to a Primo Brute III belt drive made for a Softail in a frame that is either a Softail or designed to accept a Softail powertrain and is a solid-mounted engine and tranny setup. Choose matching years in your tranny and belt drive choice, perhaps use the year references as mentioned by Paughco for this frame. As for FLH etc., make up your own letters and have fun.

TECH FREEBIE

Alcohol and bikes do mix. Isopropyl rubbing alcohol works great for removing greasy fingerprints from chrome and polished aluminum. Install a trigger spray top from an empty cleaning solution bottle onto the rubbing alcohol bottle; cut the suction tube to fit. Many spray bottles have the same thread pattern as the alcohol bottles. Then, spray the rubbing alcohol onto a soft cloth and wipe away the fingerprints. This will leave the chrome/polished area spotless. I also use it after washing my bike to remove moisture and water spots from the chrome and billet parts. The rubbing alcohol will absorb water making it very easy to remove any remaining moisture with just a quick wipe. It will also remove the oily film from your hands and disinfect them at the same time. Rubbing alcohol is cheap, only about 50¢ for a 16-ounce bottle. But don't forget, rubbing alcohol is flammable, so extinguish your smoke before using.

Jim "YAZ" Yascavage
Aiken, South Carolina

And don't forget to sip out of the appropriate bottle. Seriously, thanks for the tip, Jim.

SPRINGER SWAP-OUT?

I love the nostalgic Springer front ends. Is it possible for me to install a '48 Springer front end on my '96 FLSTN?

Henry
Homestead, Florida

Since you're sold on the older and more traditional style, I'm suggesting that you contact the master builder of the long bikes, Mr. Pat Kennedy. He's got Springers in the style you like and he'll be able to help you get the job done. Contact Pat Kennedy's Custom Motorcycles, Inc., P.O. Box 670, Tombstone, AZ 85638; (520) 432-1330; e-mail: kennedyschopper@theriver.com

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

"Can I have one with bigger tits?"

THE SPORTSTERS

XLH SPORTSTER 883
Rigid-mount 883cc Evolution engine with silver powdercoated trim and polished covers; narrow loop frame; coil-over rear shocks; low-rise handlebars; classic solo seat; chrome staggered shorty dual exhaust; mid mount foot controls; cast aluminum spoke wheels (laced option).
MSRP: $5,595.

THE BEST JUST GETS BETTER

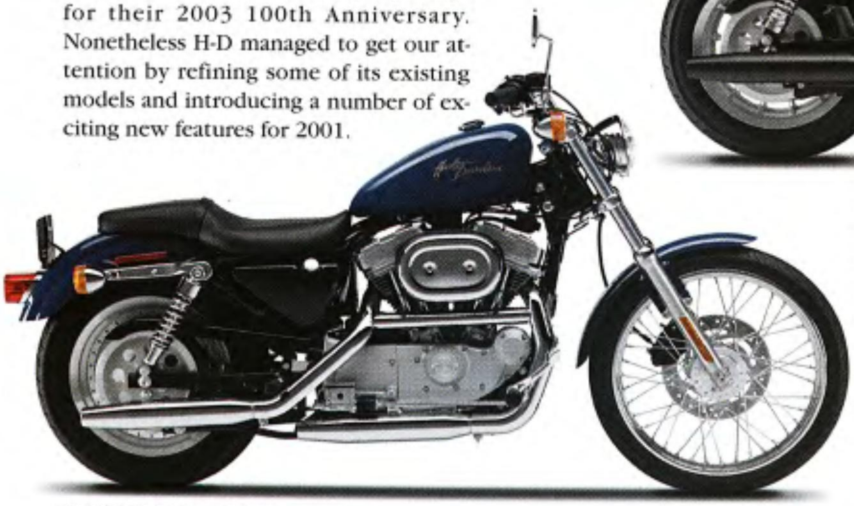
HARLEY-DAVIDSON 2001 MODELS

Harley-Davidson hit the market pretty hard two years in a row in 1999 and 2000 with the introduction of two new powerplants and several new models, including the praised FXDX Dyna Sport and Softail Deuce. So what could the largest American motorcycle manufacturer possibly come up with this year? That's what we'd been wondering all winter, until H-D unveiled its 2001 lineup for the press late last spring.

To be honest, we weren't expecting anything as spectacular as a new motor, or frame, 'cause you just know that the R&D in Milwaukee is brewing big things for their 2003 100th Anniversary. Nonetheless H-D managed to get our attention by refining some of its existing models and introducing a number of exciting new features for 2001.

XLH SPORTSTER 883 HUGGER
Silver powdercoated engine trim with polished covers; lowest Sportster seat height; short stroke front forks and rear shocks; Buckhorn handlebars; low profile solo seat; cast aluminum spoke wheels (laced option shown).
MSRP: $6,055.

XL SPORTSTER 1200 SPORT
Rigid-mount 1200cc Evolution engine; high-compression, dual-spark plug cylinder heads; high-performance cams; black powdercoated engine trim with polished and silver covers; triple-disc brakes; premium, fully adjustable sport suspension; sport compound tires; textured sport seat; black staggered shorty dual exhaust; low-rise stainless steel handlebar; cast aluminum spoke wheels.
MSRP: $8,595.



XL SPORTSTER 883 CUSTOM
Rigid-mount 883cc Evolution engine; silver powder-coated engine trim and covers; drag-style handlebars; laced front wheel, disc rear wheel; one-piece, two-up seat; forward foot controls.
MSRP: $6,695.

XLH SPORTSTER 1200
Rigid-mount 1200cc Evolution engine; silver powder-coated engine trim with polished covers; mid-mount foot controls; buckhorn handlebars; speedometer and tachometer; two-piece, two-up, pillow-look seat; cast aluminum spoke wheels (laced option).
MSRP: $7,895.

XL SPORTSTER 1200 CUSTOM
Rigid-mount 1200cc Evolution engine; black powdercoated engine trim with chrome covers; laced front wheel; slotted, chrome disc rear wheel; forward foot controls; tall, chromed riser with drag-style handlebars; bullet headlight; one-piece, two-up seat.
MSRP: $8,995.

THE DYNAS

FXD DYNA SUPER GLIDE
Vibration-isolated, Silver Twin Cam 88 Engine; two-up seating; head's-up speedometer; nimble handling; open palette for customization.
MSRP: $11,470.

FXDX DYNA SUPER GLIDE SPORT
Vibration-isolated, Black-on-Black Twin Cam 88 Engine; black ceramic-coated exhaust; wide rear tire with sport compound front and rear; triple-disc brakes; premium, adjustable sport suspension; head's-up speedometer and tachometer; nimble handling and excellent lean angle; aggressive, low-slung seating.
MSRP: $13,720.

FXDL DYNA LOW RIDER
Lowest Dyna Glide seat height; vibration-isolated, Black and Chrome Twin Cam 88 Engine; low-profile suspension; low-slung, 25" seating; raked-out front fork; easy-reach, low-rise handlebar; tank-mounted speedometer and tachometer; frame-mounted highway pegs.
MSRP: $14,595.

FXDXT DYNA SUPER GLIDE T-SPORT
Vibration-isolated, Black-on-Black Twin Cam 88 Engine; sport fairing with adjustable tinted windshield; premium, quick-detach ballistic nylon saddlebags; comfortable two-up touring saddle; triple-disc brakes; premium, adjustable sport suspension; head's-up speedometer and tachometer; nimble handling and excellent lean angle; frame-mounted highway pegs.
MSRP: $14,720.

Among many novelties, we noted the availability of Electronic Fuel Injection on the Softail line and a smarter, new microprocessor-based turn signal cancellation hardware mounted on all Dyna, Softail, and Touring models. Harley-Davidson also offers for all 2001 models, a factory-installed security system featuring remote control, ignition and fuel supply disablement functions for around $250. Available at extra cost are a siren and a paging system, to alert you of security violations.

FXDWG DYNA WIDE GLIDE
Vibration-isolated, Black and Chrome Twin Cam 88 Engine; wide, raked-out front fork; 21-inch laced front wheel; apehanger handlebars; bobtail fender; stepped, chopper seat; forward foot controls; chromed sissybar; large, tank-mounted speedometer.
MSRP: $15,695.

COP BIKE
Yes, above we see Harley's new cop bike, and no, you can't buy one unless your name is Buford Pusser.

THE SOFTAILS

FXST/I SOFTAIL STANDARD
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; silver powdercoated engine trim with polished covers; hardtail styling with hidden horizontal rear shocks; laced wheels; black horseshoe oil tank; bobtail fender.
MSRP: $12,535.

FXSTD/I SOFTAIL DEUCE
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; black powdercoated engine trim with chrome covers; stretched tank; chrome front forks; chrome risers with low-rise flat track style handlebars; chrome fender supports with hidden hardware; chrome, bullet turnsignals; full-length chrome tank console; laced front wheel, 17-inch disc rear wheel; wide rear tire.
MSRP: $16,235.

FXSTB/I NIGHT TRAIN
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; black powdercoated engine trim with wrinkle black and texture black covers; laced front wheel, disc rear wheel; Badlander seat; drag bars; black tank console, rear fender supports, air cleaner and oil tank.
MSRP: $14,635.

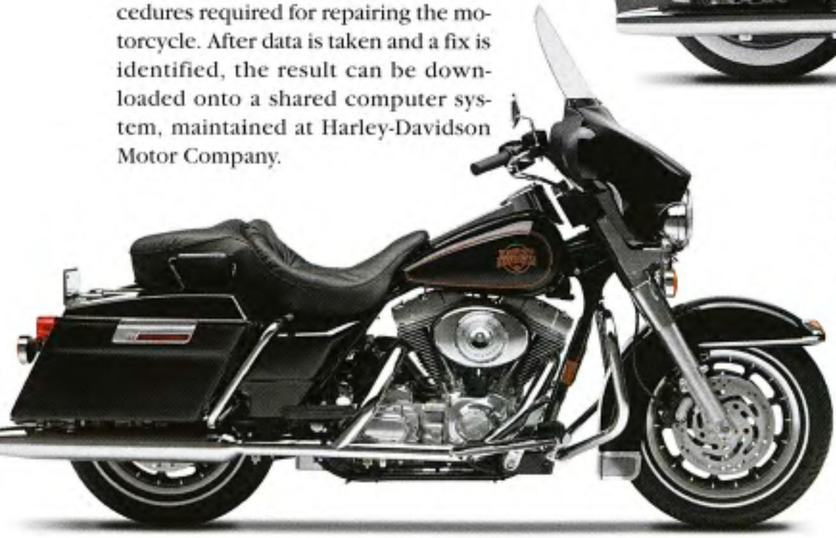
FXSTS/I SPRINGER SOFTAIL
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; black powdercoated engine trim with chrome covers; chrome Springer front forks; laced wheels; chrome tank console, rear fender supports, air cleaner and oil tank; buckhorn handlebars.
MSRP: $15,690.

FLSTC/I HERITAGE SOFTAIL CLASSIC
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; black powdercoated engine trim with chrome covers; detachable Lexan windshield; 1950s-style leather saddlebags with quick release buckles; passenger backrest; touring handlebars; full FL front fender with chrome accents; chrome passing lamps; chrome-plated directional light bar; chrome hubcover; laced wheels.
MSRP: $16,235

FLSTF/I FAT BOY
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; black powdercoated engine trim with chrome covers; fat FL front forks; solid-disc front and rear wheels; fat tires; footboards; FL rear fender; large headlight with chrome nacelle.
MSRP: $15,495.

Also, a new Digital Technician enables accurate repairs and a quicker service time on all bikes, allowing technicians to download onto a PC information from the bike's on-board computer. The same PC can hot-link to the appropriate service manual procedures required for repairing the motorcycle. After data is taken and a fix is identified, the result can be downloaded onto a shared computer system, maintained at Harley-Davidson Motor Company.

FLSTS/I HERITAGE SPRINGER
Rigid-mount 1450cc Twin Cam 88B balanced engine; electronic fuel injection option; black powdercoated engine trim with chrome covers; chrome Springer front forks; full floating front fender with running light; leather saddlebags with quick release buckles; fishtail mufflers; fat tires with wide whitewalls; tombstone taillight; passenger pillion with chrome hand rail; laced wheels.
MSRP: $17,545.



THE TOURING MODELS

FLHT ELECTRA GLIDE STANDARD
Best touring value; fork-mounted fairing; lockable fiberglass saddlebags; plush touring saddle; head's-up speedometer, voltmeter, fuel gage and tachometer in fairing; vibration-isolated, Silver Twin Cam 88 Engine; triple-disc brakes; air-adjustable touring suspension; fresh canvas for customization; cast aluminum spoke wheels (laced option).
MSRP: $13,595.

FLHTCUI ULTRA CLASSIC ELECTRA GLIDE
Everything you want for top-of-the-line touring. Fork-mounted fairing; lower fairings with glove boxes; fiberglass saddlebags and carpeted, lockable King TourPak. TourPak brake lights; custom-fit soft luggage liners; plush passenger backrest; full instrumentation in fairing; 40-watt per channel, four speaker stereo with headset included; CB and intercom; Cruise Control; standard electronic fuel injection; vibration-isolated, Black and Chrome Twin Cam 88 Engine; triple-disc brakes; air-adjustable touring suspension; cast aluminum spoke wheels (laced option).
MSRP: $18,980.

FLHRCI ROAD KING CLASSIC
Road King styling and comfort with a nostalgic flare; large headlight and chrome nacelle; detachable windshield; large, tank-mounted speedometer; leather-wrapped, hard saddlebags; tooled leather seat; chrome tank and fender emblems; wire laced wheels with wide whitewall tires; standard electronic fuel injection; vibration-isolated, Black and Chrome Twin Cam 88 Engine; triple-disc brakes; air-adjustable touring suspension.
MSRP: $16,695.

FLHTC/I ELECTRA GLIDE CLASSIC
Everything you need for comfortable, long-distance riding. Fork-mounted fairing; electronic fuel injection option; lockable fiberglass saddlebags and King Tour-Pak; plush passenger backrest; full instrumentation in fairing; 40-watt per channel, two speaker stereo; vibration-isolated, Black and Chrome Twin Cam 88 Engine; triple-disc brakes; air-adjustable touring suspension; cast aluminum spoke wheels (laced option shown).
MSRP: $15,940.

FLHR/I ROAD KING
Heritage-rich styling; electronic fuel injection option; large headlight and chrome nacelle; detachable windshield; large, tank-mounted speedometer; spacious seat; lockable fiberglass saddlebags; vibration-isolated, Black and Chrome Twin Cam 88 Engine; triple-disc brakes; air-adjustable touring suspension; hollow spoke cast aluminum wheels (laced option shown).
MSRP: $15,520.

FLTR/I ROAD GLIDE
Sleek styling and optimum highway riding; frame-mounted, aerodynamic fairing; powerful dual headlights; sleek custom saddle; lockable fiberglass saddlebags; full, cockpit-style instrumentation; 40-watt per channel, two speaker stereo; cruise control; vibration-isolated, Black and Chrome Twin Cam 88 Engine; triple-disc brakes; air-adjustable touring suspension; cast aluminum spoke wheels (laced option shown).
MSRP: $15,780.

In the future, the shared system will provide all dealers with access to the motorcycle's maintenance record.

Another cross-platform new item is the use of new Dunlop Harley-Davidson Series tires that are designed specifically for Harley-Davidson motorcycles (not available on the FLHRCI).

The Sportster family is unchanged for 2001, but features high-contact ratio cams for quieter engine operation and a new high-efficiency oil pump to reduce oil carryover. Borrowing a casting technique from the Twin Cam 88 engine, Spinylok Cylinder liners will be used on the XL powertrain, to reduce oil consumption by improving bore straightness.

The Dynas, on the other hand, are seeing a few interesting changes, such as the lowering of the classic Low Rider, which receives shorter shocks, pullback risers and low handlebars, a lower seat, and a more accessible side stand. The Wide Glide gets a new seat and new side stand, as the praised FXDX Dyna Sport forges ahead, virtually unchanged from 2000.

There's a new Dyna in town: the FXDXT. It's the touring version of the FXDX, replacing the phased-out Dyna Convertible and featuring adjustable windscreen and variable-capacity, weatherproof nylon saddlebags. Other cross-platform enhancements include improved transmission shifter internals, providing a 30-percent reduction in shift effort.

All 2001 Softails remain essentially unchanged, but are now available with either a carburetor or electronic fuel injection, offering consistent idle, smooth starts, and optimal fuel efficiency.

Just like the Softails, this year's brew of Harley-Davidson touring models only receives minor changes, such as the removal of the metal air dam for improved comfort in hot riding conditions and improved transmission shifter internals.

The Road Glide gets a blacked-out headlight trim-ring bezel for a more aggressive look, and newly improved stereo sound and now-standard cruise control make life on the highway even more comfortable.

The Electra Glide Classic and Ultra Classic Electra Glide also feature new high-fidelity front speakers for improved sound quality and a modified TourPak carrier mount for improved durability.

Take a good look at the Harley-Davidson 2001 model line ... these guys make a bike for every type of rider, and I'll be damned if you don't find the bike you need in the next few pages.

—Lafayette

Yeah, we know what you're thinking, "If Mark Cohen builds bikes right, why is this smooth black and purple pearl chopper called Death Trap?" You can bet that was the first question we put to Mark of Custom Cycle Creations (CCC) out of Carlsbad, California.

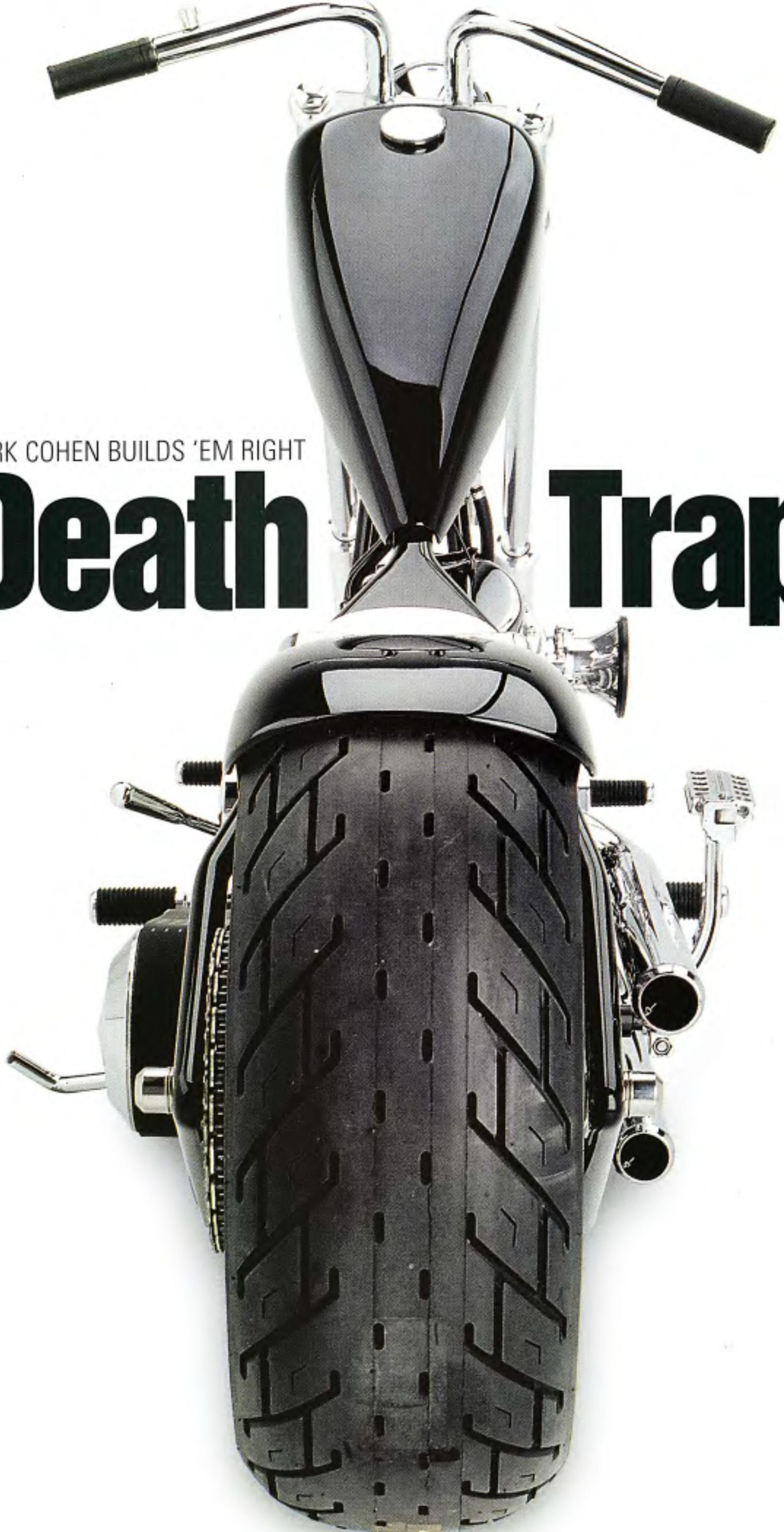
"It's a joke!" Mark chuckled. "Actually, this bike is my everyday rider now and it's one sweet scooter. It just looks scary." Mark's first Harley was a '72 Boston Police Special FLH that he chopped the hell out of. Over 20 years and several *Easyriders* bike features later, Mr. Cohen and his Custom Cycle Creations team have come up with a show-winning two-wheeled catalog in this badass beauty to show off their rolling chassis chopper kit. That's right, if you dig this far out fandango of a righteous ride, you can order everything you need to build one yourself right out of the CCC catalog, from parts and kits, to complete turn-key bikes.

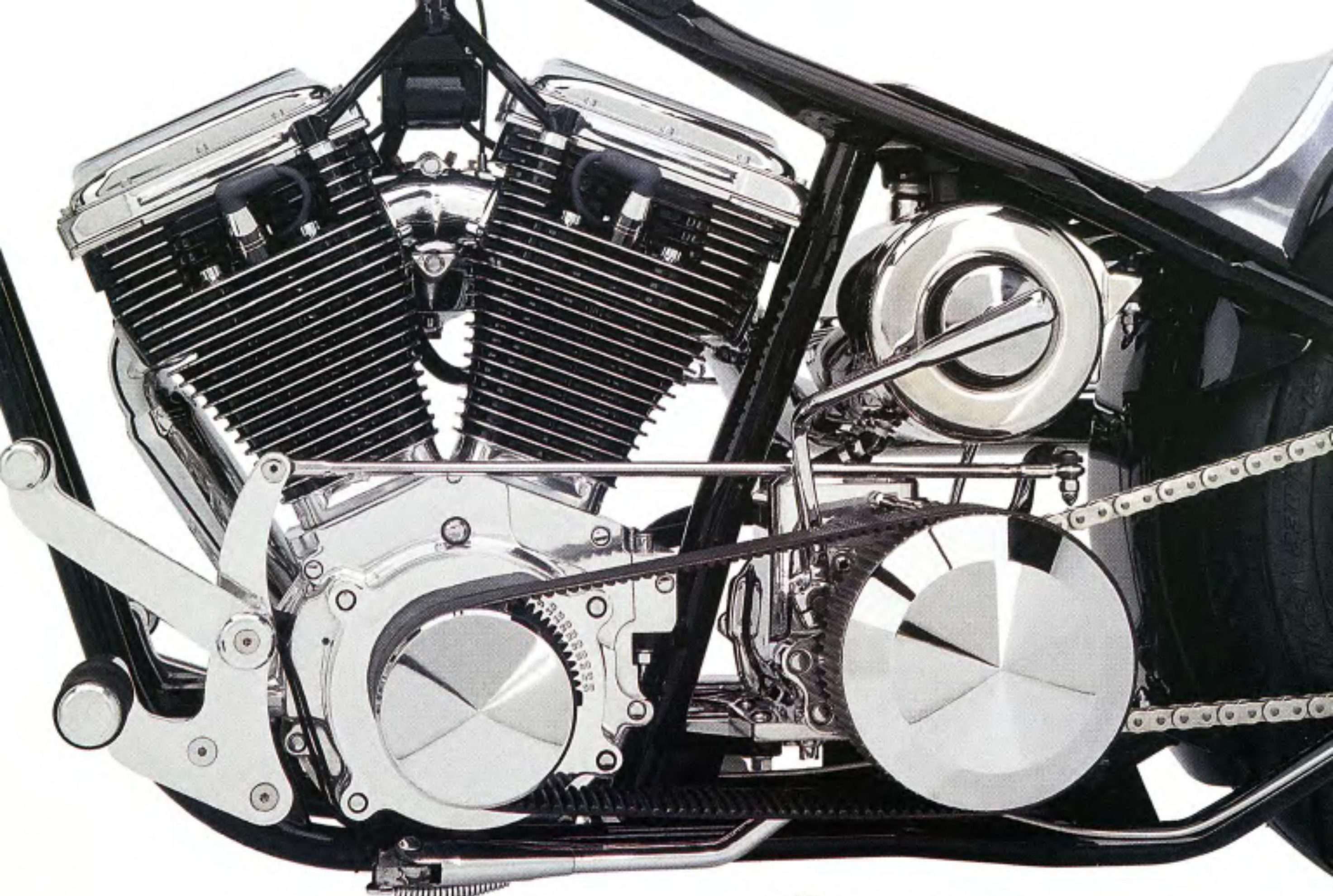
"After one of our choppers was seen in *Easyriders* [July '99 #313], a lot of people ordered similar bikes from us," Mark says. "Choppers are back and we build our frames in unlimited configurations as well as in special kits." Besides building 10 or so ground-up customs a year, CCC builds their own front ends, frames, tanks, fenders, pipes, wheels and more. Anders Bloomberg handles the special sheetmetal chores and Mark says there's somethin' about Swedes and metal that is pure magic. Check out the wild aluminum pan that acts as this sled's seat. This particular bike is an old-school retro-chopper to the core: modified Sportster-style tank, polished keg oilbag, a big, fat 230 tire on the back for added attitude, and yes, she's kickstart only. The black and purple pearl House of Kolor was sprayed on by Steve Baker.

While chop jobs of the past have a bad rap for being notoriously flop heavy, new age asphalt eaters like this one are real easy

MARK COHEN BUILDS 'EM RIGHT

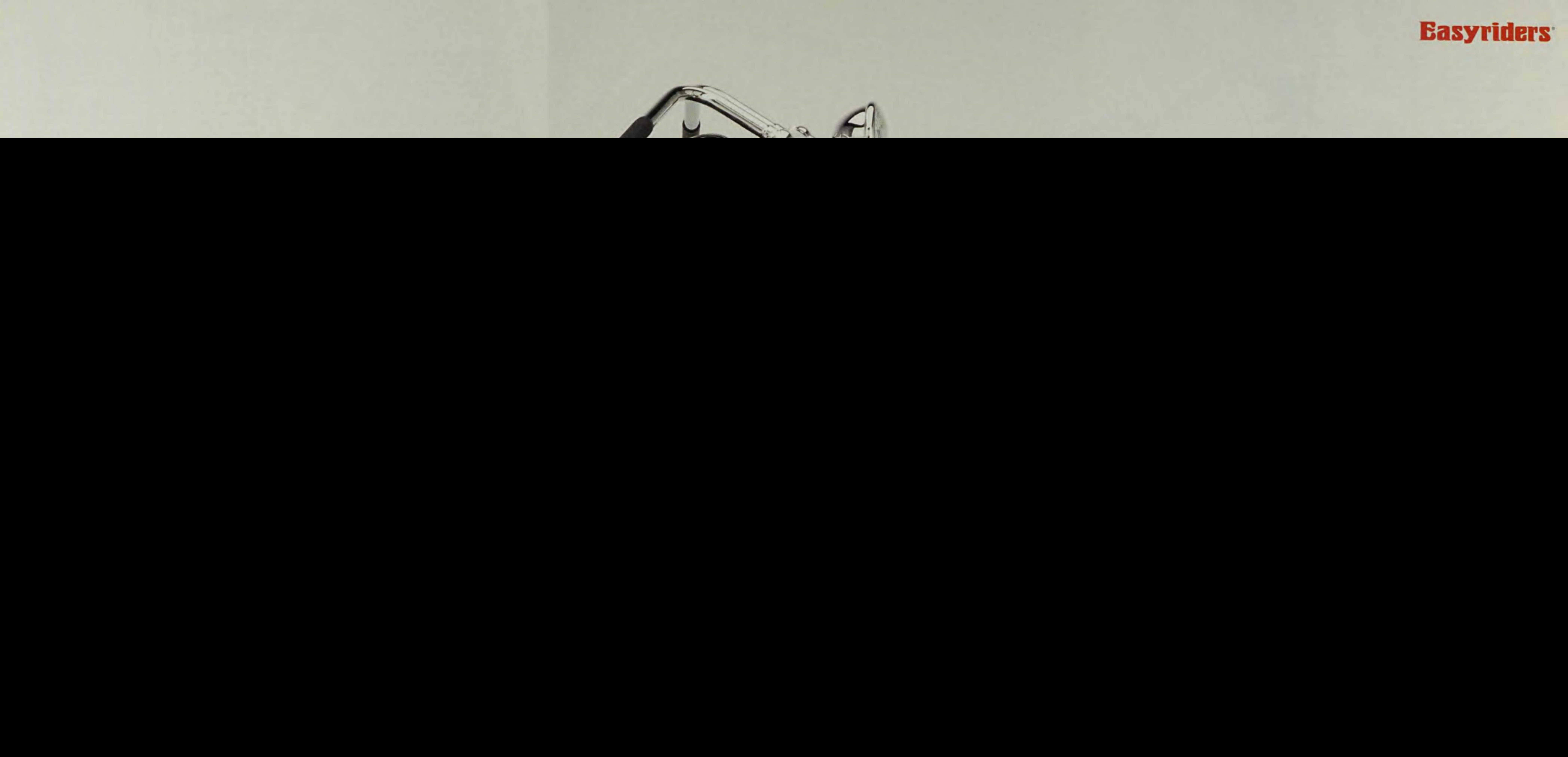
Death Trap





rides. Still, Mark says to each their own. "I'm just not into the loaded-up billet Softails with goofy paint," Mark laughs. "We know that what we build isn't for everybody. You have to love choppers. We build 'em and we ride 'em." The folks at Custom Cycle Creations aren't alone in their love of sleek chops as proven by the fact that this sweet ride won 1st Place Best of Show in the Judged Class at the Easyriders Bike Show in Pomona, California.

If a long bike is you (our cover model Misty sure dug it), contact Mark at (760) 930-0172, or visit 'em online at www.customcyclecreations.com. —*Phantom*



passin' gas

New Oscar Mayer Song

His baloney has a first name,
It's "I-did-not-inhale."
His baloney has a second name,
"I-wasn't-getting-tail."

Oh, he loves to sling it every day . . .
The White House people all just saaaaaaaay . . .
That Billy Clinton has-a-way
Of mak-ing bullshit sound o-kay.

Hotshot
Matchstickin'

Two college guys decided to stage a panty raid at the local girls' dorm. To keep from getting caught, they enlisted the help of Mountain, the biggest, baddest, strongest patchholder in the city. After three explanations of what a panty raid was, Mountain finally agreed to go along.

The raid went off without a hitch, and the two college kids were running out of the dormitory with their arms filled with looted lingerie, when Mountain suddenly sprinted right past them. The burly patchholder had a half-naked splittail under each arm and one on each shoulder, each wearing only their panties and a smile.

"What the hell are you doin'?" they yelled after him.

Mountain grinned and yelled back, "To hell with them empties!"

Bruce Morgan
Kearns, Utah

A Halloween Story

On Halloween night, Jake and Joe left the bar after a long night of drinking. They jumped in Jake's car, started it up, and threw it into gear. After a couple of minutes, the spooky figure of an old man suddenly appeared at the passenger window, tapping lightly on the glass! Startled, Joe screamed, "Look at the window! There's a ghost's face right there!" His partner stomped on the gas, but still the face continued to loom eerily at the window, peering in. Scared out of his wits, Joe rolled his window partway down and said, "W-w-w-what do you want?"

The old wizened face softly whispered, "You got any tobacco, kid?" Trembling, Joe handed him a cigarette and yelled to Jake, "Step on it!" as he cranked up the window in terror.

A few minutes later, the two men started to calm down. Nervously, Jake said, "I don't know what the hell happened back there, bro, but don't worry—the speedometer says we're doing over 80 now." But then there came the steady tapping at the window again, and the old man's face reappeared beside them. "There he is again!" shrieked Joe. He rolled down the window and shakily said, "Y-y-yes?"

"Do you have a light, kid?" whispered the apparition. Joe frantically threw a lighter out the window and screamed to Jake, "Haul ass, man!" By now, they were driving about 100 miles an hour, trying to forget what they'd just seen and heard . . . when they heard the same, slow tapping at the window for the third time.

"Oh my God! He's back!" they cried in unison. Joe rolled down the window and howled in utter hysteria, *"WHAT NOW?"*

Came the whisper from the old man: "You want some help getting out of the mud, kid?"

Wilhelm
The Fatherland

Two bikers are having a few brews together and head to the john. Standing at the urinal, Bill notices that his bro is very well endowed. "Wasn't always that way," says his buddy. "It's a transplant. Cost me a thousand bucks, but as you can see, it was worth every penny."

So Bill visits the same doctor the next day. A couple of weeks later, the two saddle jockeys meet up again at the bar. Bill explains, "Hey, man, I took your advice, but frankly, you were robbed—I got mine for $500, not a thousand."

They go back to the restroom to compare. "No wonder," says his bro. "That's my old one."

Meyerson
On the Road

Jimbo and Crabs, two bikers who worked together, both got laid off, so off they went to the unemployment office. Asked his occupation, Jimbo said, "Panty stitcher—I sew the elastic onto cotton panties." The clerk looked up "panty stitcher" in her jobs description book, and finding it classed as unskilled labor, she allotted him $300 a week unemployment pay.

Then Crabs was asked his occupation. "Diesel fitter," he replied. Since "diesel fitter" was listed as a skilled job, the clerk put him down for $600 a week.

Of course when Jimbo found out, he was furious. He stormed back in to find out why his buddy and coworker was collecting double what he was getting. The clerk explained that panty stitchers were unskilled laborers, while diesel fitters were skilled laborers.

"What skill?" yelled Jimbo. "I sew the damned elastic on, and then Crabs, he pulls on it and says, "Yep, diesel fitter."

T.W.
Ohio

A group of hardbellies vacationing in France happen upon a five-story hotel with a sign out front that reads: *For Women Only*. Since they're without their ol' men, they lose no time checking it out, and the doorman explains to them how it works: "We have five floors here, mademoiselles. Go up floor by floor, and once you find what you are looking for, you can stay there. It's easy to decide, since each floor has a sign telling you what's inside."

So they start by reading the sign on the first floor: *All the men here have it short and thin*. The women snicker all around and hike on up to the next floor without hesitation.

The sign on the second floor reads: *All the men here have it long and thin*. This still isn't good enough, so the ladies continue on up.

Presently they reach the third floor, where the sign reads: *All the men here have it short and thick*. They agree they can do better than that, and knowing there are still two floors left, they hit the stairs again.

On the fourth floor, the sign is perfect: *All the men here have it long and thick*. The chicks get all excited and are about to go in when they realize there's still one floor left. Wondering what they might be missing out on, they climb up to the fifth floor.

There they find a sign that reads: *There are no men here. This floor was built only to prove that there is no way to please a woman*.

Mac
Wilmington, N.C.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Mark Cohen
City:.......................Carlsbad, California

General

Fabrication: ....Custom Cycle Creations
Year/make: ....1999 custom chopper
Model:.................................Death Trap
Assembly: ......Custom Cycle Creations
Chroming:................................Sanchez

Engine

Year/model: ....1999 Evo
Rebuilder: ......Custom Cycle Creations
Ignition: ....Crane
Displacement: ....80 cubic inches
Lower end: ....H-D
Balancing: ......Custom Cycle Creations
Pistons: ....Branch V
Cases: ....Delkron
Heads: ....Branch V
Cam:.......................................top secret
Lifters: ....JIMS
Carb: ....S&S
Air cleaner:...........................very clean
Pipes: ....Custom Cycle Creations

Transmission

Year: 1999
Modifications: ..5 in a 4, Belt Drives Ltd.
Shifting: ....jockey

Paint

Molding: ....Hog Heaven
Painter: ....Steve Baker
Color/type: ......black with purple pearl/ House of Kolor
Special paint: ....special mix

Frame

Year: 1999
Type: ....rigid
Builder: ....Custom Cycle Creations
Modifications: ....53-degree rake, 8-inch stretch

Accessories

Bars: ....Custom Cycle Creations
Risers: ....Custom Cycle Creations
Handlebar controls:...................internal
Fenders: ....Custom Cycle Creations
Headlight:..H-D
Taillight: ....custom
Pegs: ....Exile
Gas tank: ..Custom Cycle Creations
Oil tank: ....Custom Cycle Creations
Oil system: Custom Cycle Creations
Primary cover: ....open belt

Seat: ....CCC/aluminum
Mirrors: ....none
Grips: ....rubber

Forks

Type: ....CCC wide glide
Builder: CCC
Modifications:...32 over, adjustable trees

Wheels

Front

Type: ....Custom Cycle Creations
Size: 21-inch
Tire:...Metzeler
Brake: ....Brembo

Rear

Type:...........................CCC/160-spoke
Size: 15-inch
Tire: ....Avon
Brake: ....ISR
Photos: ....John Wycoff

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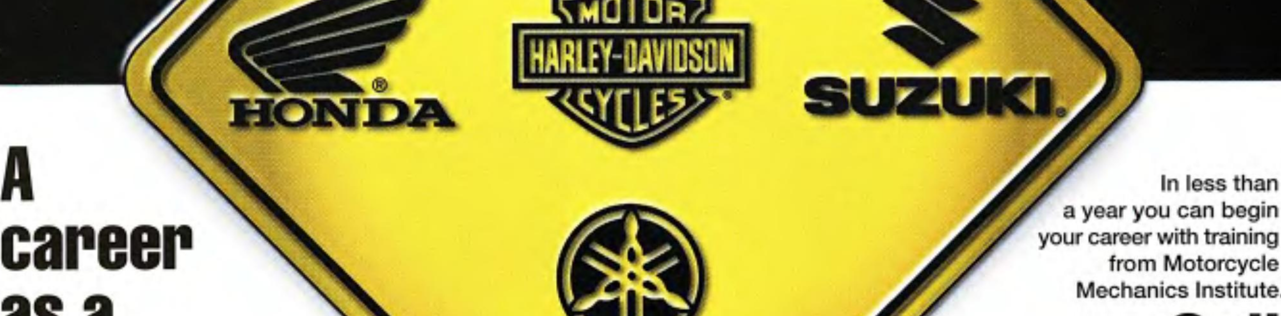

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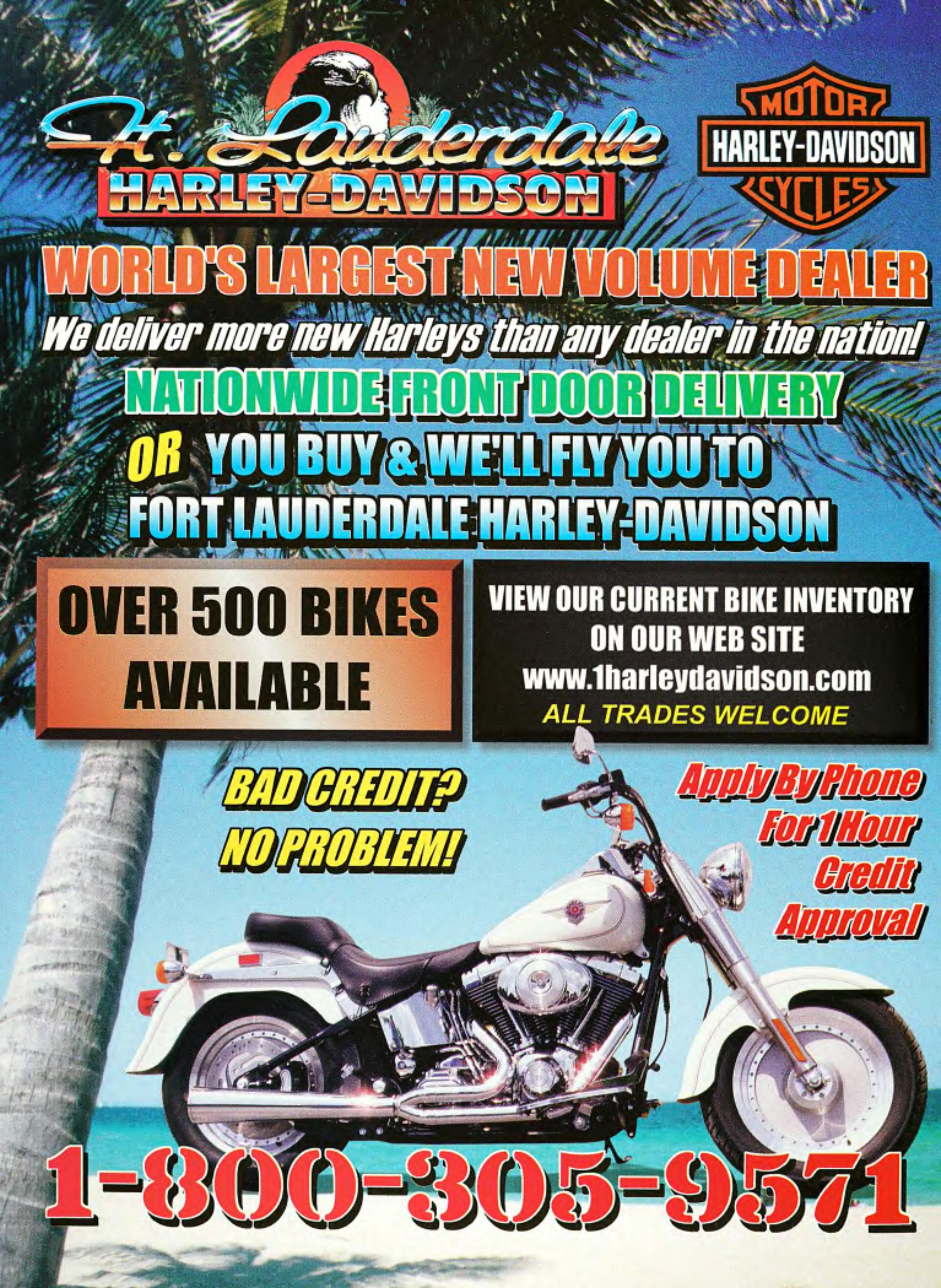
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You may have heard of him on National TV (every night at 11:30 EST on CourtTV). His prison inmates are housed in pink cells with little blue teddy bears on the walls. No Playboy Channel, no cable ... hell, no TV! ... no air conditioning, no coffee. But he *does* provide designer black-and-white striped clothing for his prisoners (they're not called inmates or detainees or residents at *this* county lockup!).

BlueLineRun

AMERICA'S TOUGHEST SHERIFF RIDES FOR A GOOD CAUSE

Sheriff Gerald K. Hege of Davidson County, North Carolina, is a man who is tough on crime and doesn't take any crap. Recognized as the toughest Sheriff in America, Sheriff Hege walks tall and carries a big stick! Last year, after two of his officers were gunned down on duty, he and his wife, Geri, established the Blueline Foundation, which assists law enforcement officers who have been disabled while on the job and the families of officers who have lost their lives in the line of duty. The name "Blueline" comes from the thin blue line between life and death that officers must walk each and every day.

In support of this foundation and out of respect for the officers on duty throughout the country, 114 local bikers participated in Sheriff Hege's Blueline Run: a 225-mile ride through parts of North Carolina and Virginia (under escort by local officers along the way). Following the run there was a benefit dinner and thrill jump show.

The rainy trip began with breakfast and then we hit the Davidson County Fairgrounds at 8:15 a.m. to register and meet the Sheriff. Seventy-five bikes were

already there, and riders milled around looking for coffee and doughnuts ... not any in sight. Hey! The place was crawling with cops and no doughnuts ... what's up with that? By 9 a.m. there were more than 114 bikes ready to go. It was an unusual run in that this wasn't a brand-specific type of run and maybe half of the bikes lined up were, uh, other than Harleys.

The crew from CourtTV was there filming the event, and several interviews were being done on the fairgrounds. After a little pep rally from the Sheriff, everyone loaded up their bikes, climbed aboard, and the group fired up. Some 130-plus bikes thundered down the highway; deputy sheriffs posted along the route up to southern Virginia acted as roadblocks and escorts.

Our first gas stop was up near Mount Airy (you may remember that from Andy of Mayberry days). Heading further up the mountain into Virginia, the group pulled over at an overlook to view the awesome Blue Ridge Mountains and the valleys below.

Watching the bikes all lined up one after another on the Blue Ridge Parkway was a sight! Often a view of the next couple of bends in the road could be seen through the trees and they were all filled with bikes curving their way through the mountains. Arriving in Laurel Springs, a little scattered out from the stops at the overlooks and craft shops, the gang eventually all arrived and swamped the one-restaurant town at (where else) The Stations Restaurant.

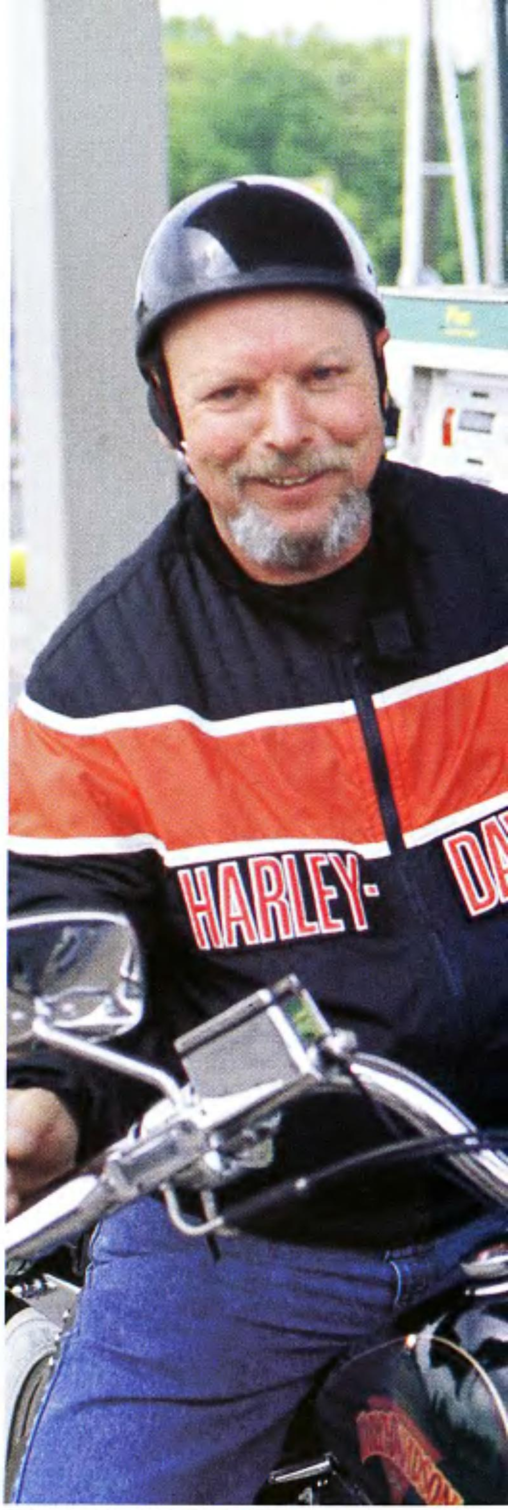
This really is a nice place, nestled next to a little motel right on the parkway. It's Hwy. 18 in North Carolina, coming up from Wilkesboro, if you're interested in stopping in on your parkway rides. Right away the sky began to threaten the storm to come and, one by one, some of the riders started to drift off down the highway. Within 30 minutes the weather got worse, and people headed back toward the fairgrounds. Most, from what I could see, had no rain gear.

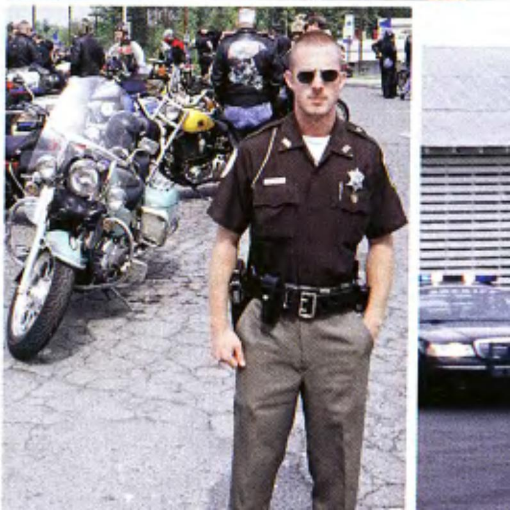
It looked like the "organized" part of the ride had gone to hell, and it was every rider for himself to find the way back to Lexington. Fortunately, somewhere near Winston-Salem, it cleared up fast and was a pleasant ride the remainder of the way back to the fairgrounds. It took the remaining riders about an hour to all dribble in, wet, tired, and hungry as hell.

The Sheriff set up a thrill show for us, with Chuck Sullivan's Motorcycle Stunt Show. The Sheriff took 11 of his own cruisers (I think the last few cruisers were ready to retire anyway!), set them side by side, and Chuck made a jump that landed perfectly on the far ramp. Immediately afterward, he joined the Sheriff and his wife, Geri, for pictures.

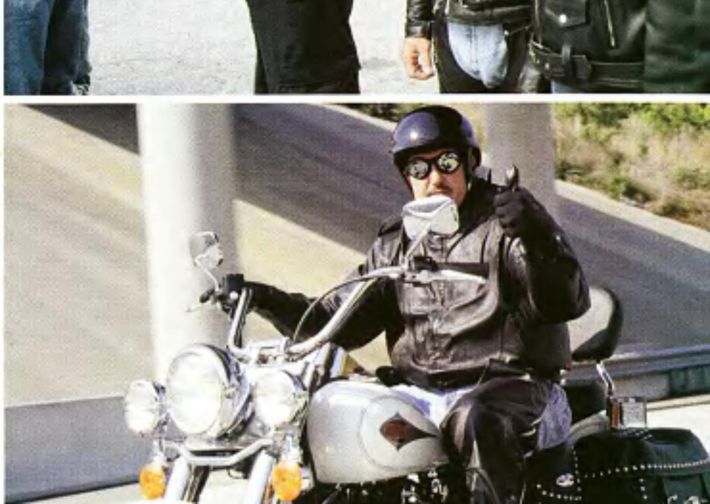
After the stunt show the afternoon was spent eating and havin' a great time. All in all, it was a fun day, although a wet one, and one for a good cause. The Blueline Foundation benefits the families of fallen officers throughout the country. For more information check their Web site at www.bluelinefoundation.com

—Bill Ellis & Jay Schwantes





LIVESTOCK
SHOW ARENA



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Polished Lower Legs.. E-110.. $488.95
Chrome Lower Legs.. E-111.. $597.95
Stock Length FXWG '80-'83
Polished Lower Legs.. E-112.. $488.95
Chrome Lower Legs.. E-113.. $597.95
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Chrome FX late'79-'83, & Sporty XLS '80-'81 E-987 $55.95
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Chrome E119 $45.95
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Never forget. —Doc Spresser, Veterans Day '99, Vietnam Women's Memorial, Washington, D.C.

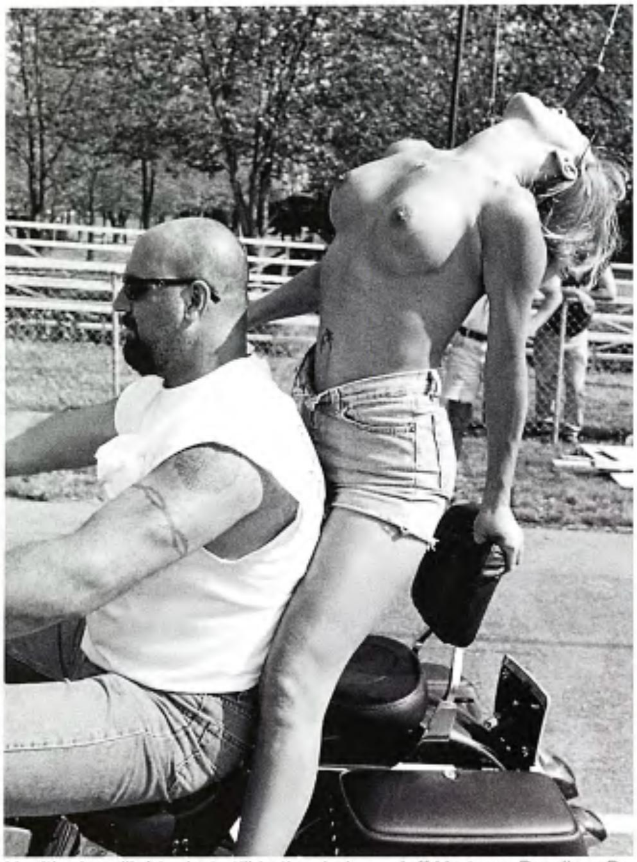
We have a bro down. —Katmandu, Port St. Lucie, Fla.

Who needs camping gear? We've got brew! —*Jim Black, Blackhawk Photography, Tonalea, Ariz.*

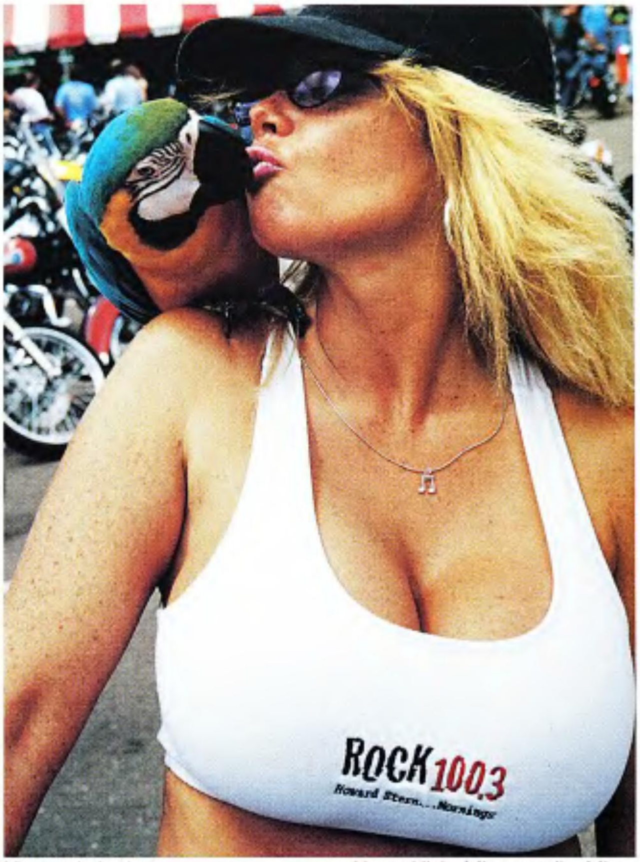
Beer-powered Silver Bullet. —*Bill Bradshaw, Canton, N.C.*

Dey got da blues. —*Brad & Jodi Harrison, Daytona Bike Week 2000*

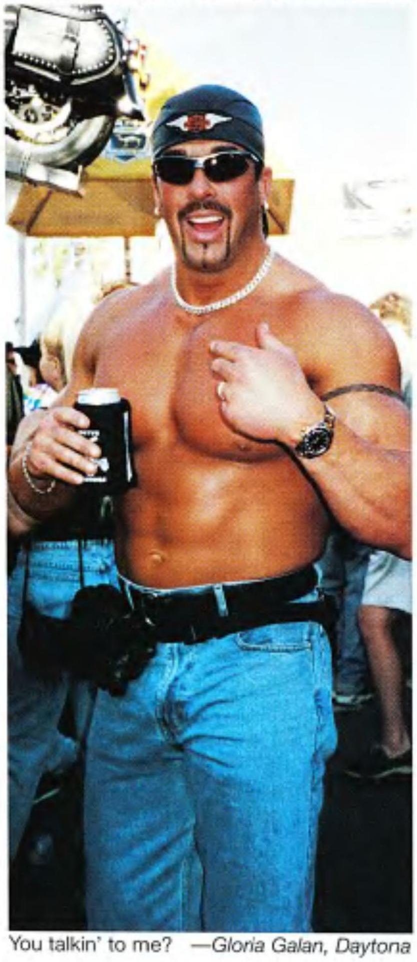
She'll make our South rise again. —*Dan Bonsteel, Woodbury, Minn.*



Healthy headlights, but still in the dark. —*Jeff Hertzog, Reading, Pa.*



No seeds in there. —*Nasty Nish, Minneapolis, Minn.*

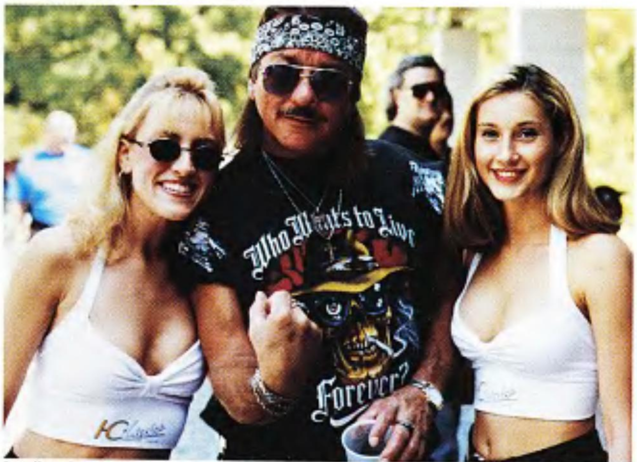


You talkin' to me? —*Gloria Galan, Daytona*

You lookin' at me? —*Dan Bonsteel, Sturgis*

You diggin' me? —*Alex Roberts, Daytona*

Hare on a Hog. What's up, Doc? *—Jackie Lee Gilmer, Honea Path, S.C.*

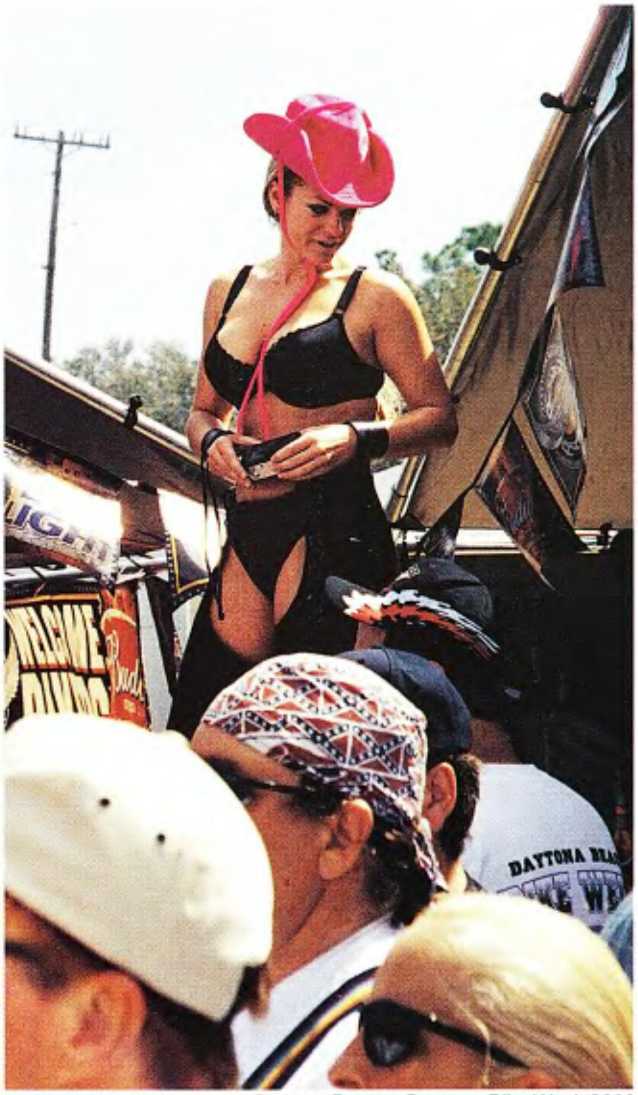


Ladies love outlaws. *—Iron Man and Iron City gals, Pittsburgh, Pa.*

'Nawlins-style. *—Craig King, Lawson, Mo., at Bourbon Street*

Oops, they keep fallin' out! *—Chuck Keller, Rushville, Ill.*

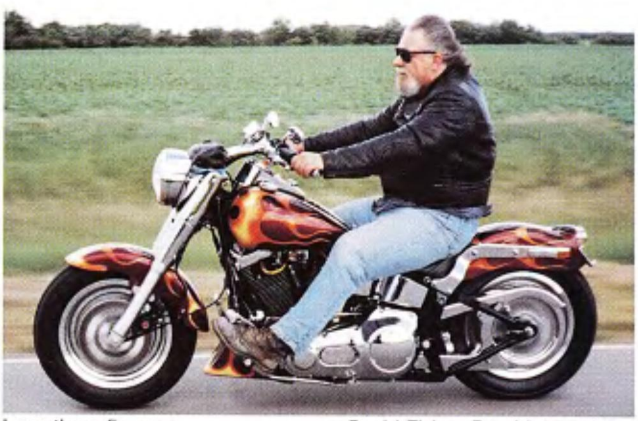
Got milk? *—Deacon Brewer, Daytona Bike Week 2000*



In the pink. *—Deacon Brewer, Daytona Bike Week 2000*

Like, ohmigawd, are we, like, posing? *—Katmandu, Port St. Lucie, Fla.*

Not an officially licensed product. —*Robert Moore, Daytona 2000*



Love them flames. —*David Fisher, Des Moines, Iowa*

Gettin' some wind. —*Capt. Curt Collier, Dunn, N.C.*

One for the ladies, two for the show... —*Kevin Kight, Daytona 2000*

The beach, a babe and a bike. What more could ya want? —*Katmandu, Port St. Lucie, Fla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35mm, 2-1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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• Skip Van Leeuwen Del Mar Short Track Classic - Sat., 7pm to 10pm
• K&N Filters Del Mar Mile Championship - Sun. 10am to 5pm
• Concours d' Elegance Registration & Vendors - Call (714) 694-2800
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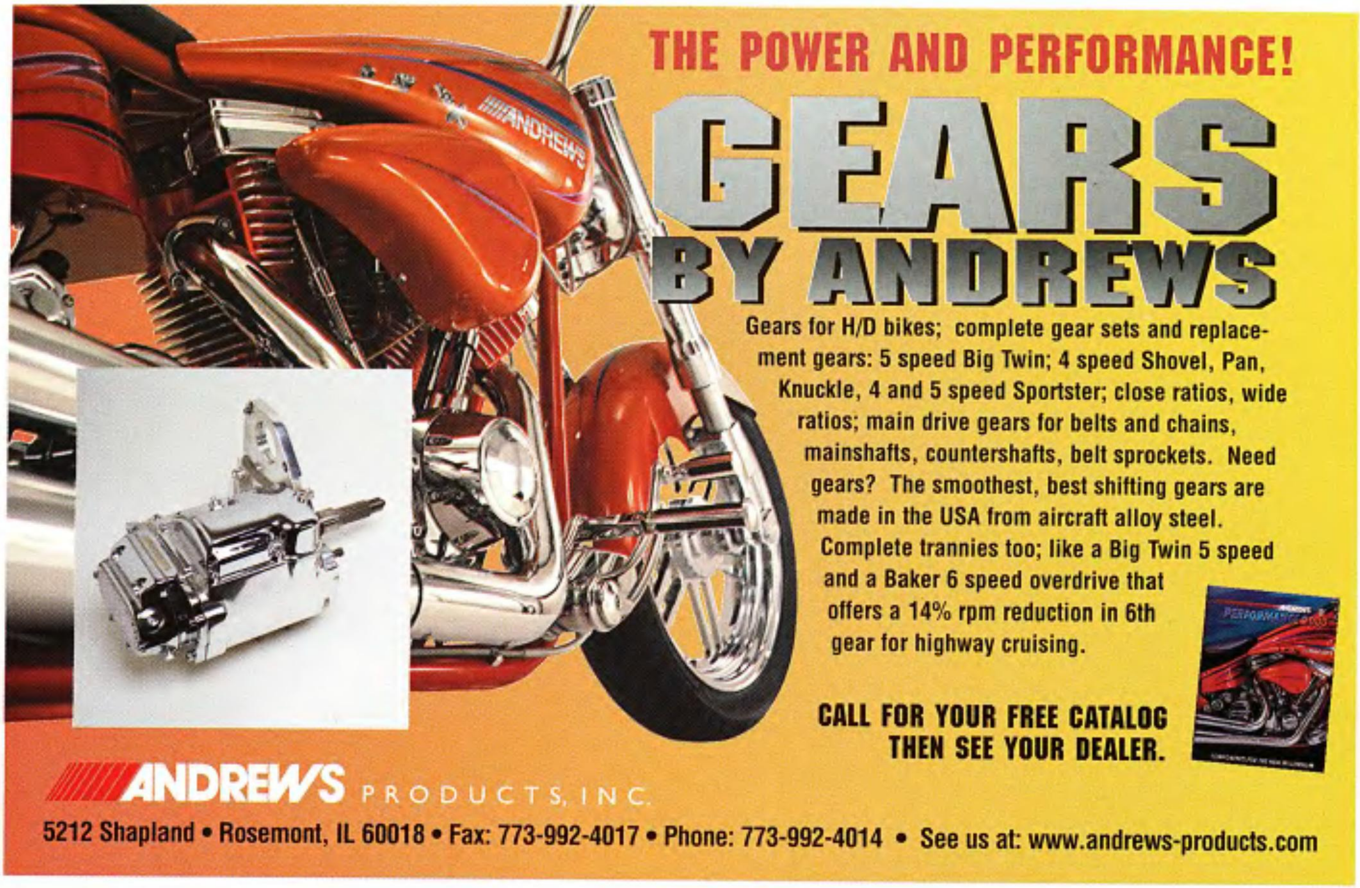
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Ain't No Weather Balloon

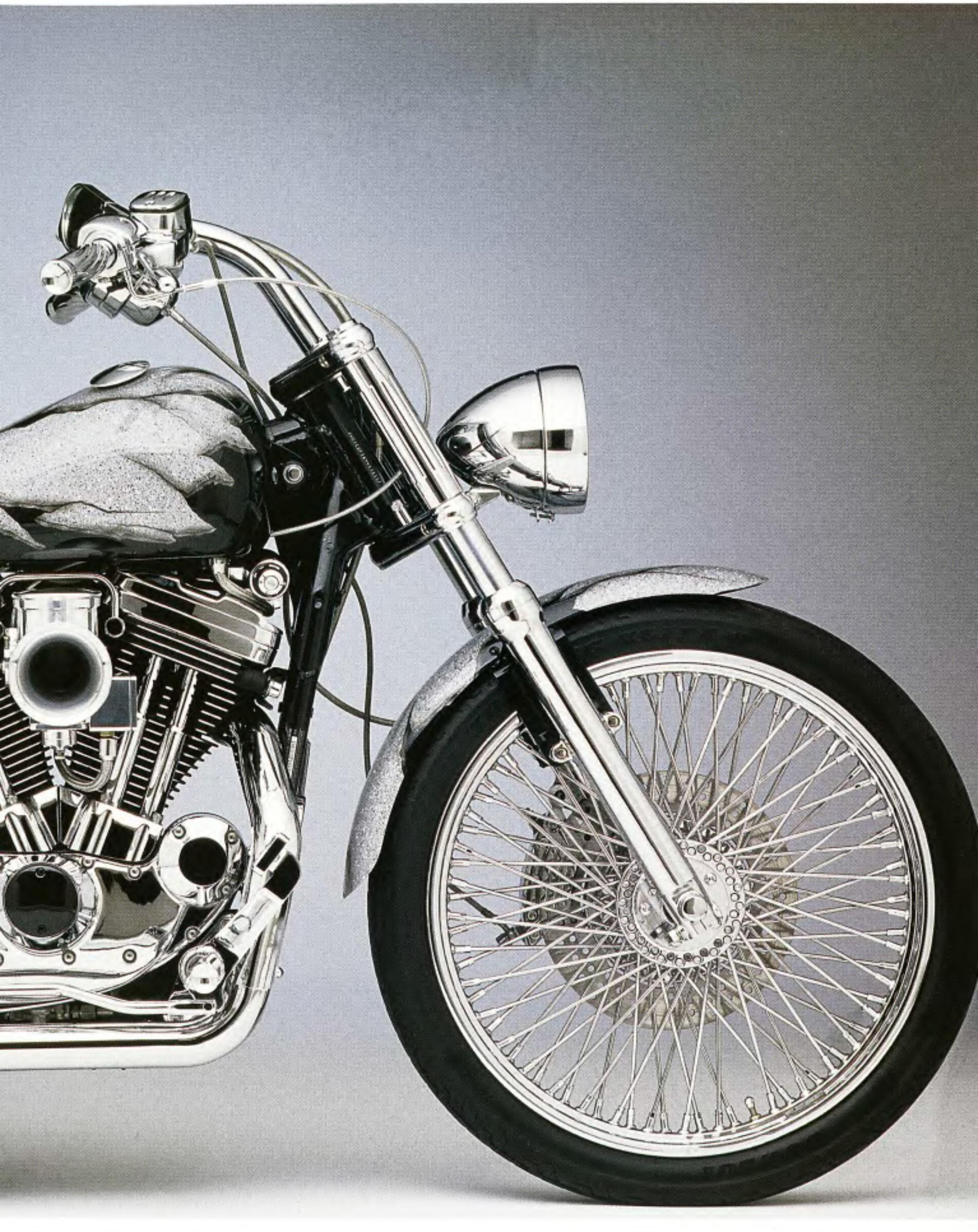
PAUL VENTURO'S HIGH FLYIN' SPORTSTER

Editor's note: The Government can neither confirm nor deny that the event described below actually took place. Evidence suggests that the sighting listed may in fact have been a weather balloon.

Sitting in a strange little diner named the "Little Alie Inn," our reporter quenched his parched throat with a second glass of iced tea. He was nervous, and who wouldn't be; his assignment took him to Roswell, New Mexico, in search of an elusive, shiny machine that was turning heads and raising questions.

All that was known was gleaned from a fax that spoke of unusual sightings of a Sportster that somehow wasn't quite a Sportster, owned by the mysterious Paul Venturo. This was no joke. No hoax. Evidently a real beaut of a sled. Built by Iron Horse of New Mexico, the Sporty in question features a standard H-D 1200 Sportster motor, tranny and frame... but then the lines of sanity blur.

The reporter looked up from the fax to be startled by the appearance of a tall man, smoking a cigarette. He pulled out a carefully folded manila envelope and extracted several photos. So it was true. This Paul Venturo fella has himself one helluva nice ride. The sleek shape and strange markings fit in with the descriptions left by the eye-witnesses.



"Pretty nice Sportster, isn't it?" the Smoking Man asked as he crushed the life out of his Marlboro. And it was. Sleek, clean, flowing lines that you'd expect to see on a custom bike. Yet all in all, the blending of exotic components with stock parts had yielded a machine that conjured visions of flight when mixed with a black and gray cloak of stone cold paint by Mike Robbins.

Except for a crumpled manila envelope, a crushed cigarette butt, and the photos you see here, no trace has been found of our special "undercover" reporter. Was it all an implanted memory ... or something even more sinister? One thing is certain: the truth is out there.

—Agent "Fox Mulder" Wordman

Owner: Paul Venturo
City: Roswell, New Mexico

General
Fabrication: Iron Horse of N.M.
Year/make: 1997 H-D
Model: 1200 Sportster
Assembly: Paul Venturo
Chroming: Brown's

Engine
Year/model: 1997 1200 XL
Rebuilder: none
Ignition: factory
Displacement: 1200cc
Lower end: H-D
Balancing: factory
Pistons: stock
Cases: H-D
Heads: H-D
Cam: factory
Lifters: H-D
Carb: Carl's Typhoon
Air cleaner: Carl's
Pipes: drag

Transmission
Year: 1997
Modifications: none

Paint
Molding: none
Painter: Mike Robbins
Color/type: black and gray/PPG
Special paint: granite

Accessories
Bars: Carlini
Risers: Carlini
Handlebar controls: H-D
Fenders: H-D
Headlight: stock
Taillight: factory
Electrics: 12-volt
Speedo: Custom Chrome
Pegs: Ness
Foot controls: KüryAkyn
Gas tank: 4.2-gallon fatbob
Oil tank: chrome
Oil system: H-D
Primary cover: stock
Seat: Corbin
Mirrors: OMP
Grips: Ness

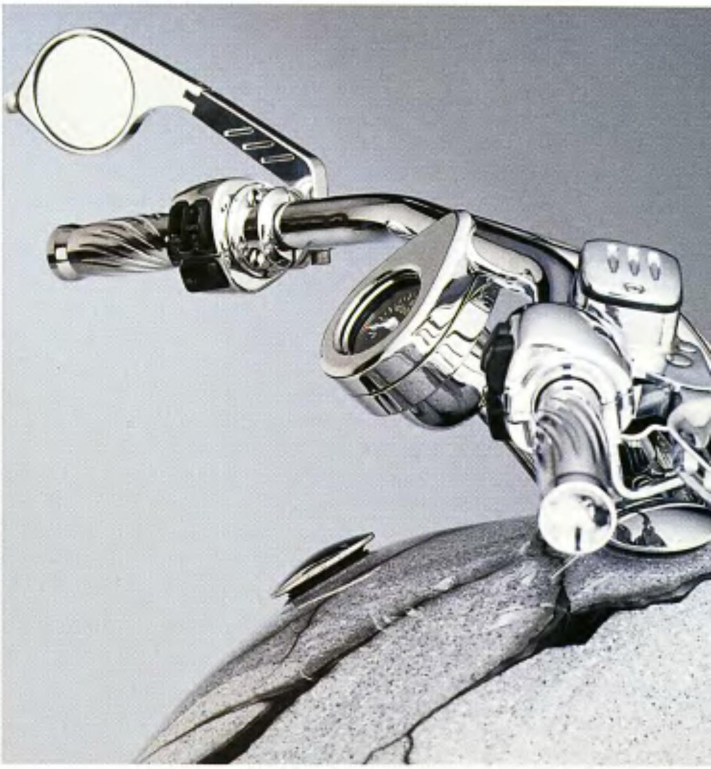
Forks
Type: narrow glide
Builder: H-D
Special features: chrome legs, Ness trees

Wheels

Front
Type: Hallcraft
Size: 21-inch
Tire: Dunlop
Brake: Ness

Rear
Type: Hallcraft
Size: 16 inch
Tire: Avon
Brake: Ness

Photos: Frank Marott



A dead giveaway that your ol' lady's had one too many facelifts: her dimples have nipples.

Dago
Simi Valley, Calif.

Meet June's Winner

Your June Fox Hunt winner is rockin' Wendy from Lancaster, California. According to many of you voters, the attitude in her entry photo is what moved you. And to those who wanted to tell us how much ... remember—this is a motorcycle mag not a fantasy help line. Sheesh! Anyway, out of the kindness of her heart, Wendy drove down to our studios for the shoot, and it was all we could do to keep her here! For some reason she couldn't wait to get back home. We all showered. Some even together. New office assistants are so gullible. Anyway, Wendy was excited to join us and we couldn't wait to meet her. After all, you know what they say about rock 'n' roll chicks! Ya don't? We weren't sure either, but it sounded exciting! She was wined and dined in great anticipation, but held off our affections until the shoot the next day. After the shoot she told us she was coming right back, after a short trip to the store. Right now, there are still a couple of guys waiting in the studio for her return. Keep an eye out for her at a rock concert near you; she'll definitely rock your world! Check out her layout as we teamed her with Jim Vestring's Pro Street pavement pounder (page 99), as shot by wonder boy Elde Stewart.

—Sherwood O'Dunner

Corina—Oregon

#1101

"My first ride was on a Christmas toy run. What a rush. The sound and thrill of riding in a group was very exciting."

Denise—Arizona

#1102

"My first ride was on an old Panhead when I was 15 years old. That ride put more excitement between my legs than any man had—yet."

Paige—Florida

#1103

"My first ride was in Key West. It was a hot day and the vibration made it even hotter."

Renée—Massachusetts

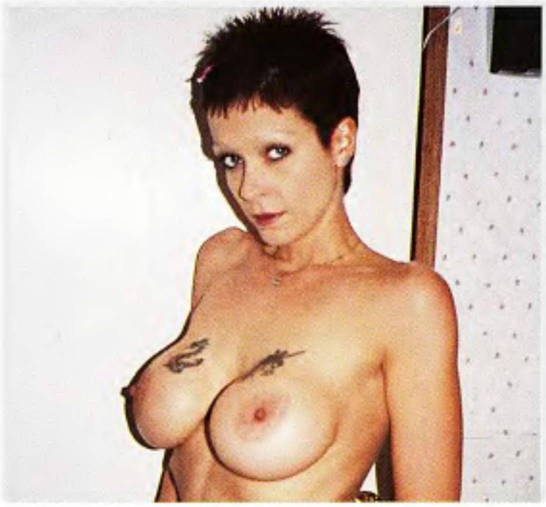
#1104

"It was love at first ride! From the moment I straddled it, I knew I was hooked."

Tricia—Montana

#1105

"After my first ride I realized there's nothing else like the wind through my hair and the vibrations all through my body."



Wendy—Pennsylvania

#1106

"My first ride was with my daddy as a little girl. Now I'm a big girl and I ride up front and alone and it's orgasmic."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #329 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes October 1, 2000. The voting deadline for this month's crop of cuties is October 31, 2000. We'll print the winner in the March 2001 issue.

Here she is, bros, the July 2000 winner in our monthly Fox Hunt, Moira #704, from Great Falls, Montana. See more of her next issue.

329

FOX HUNT
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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

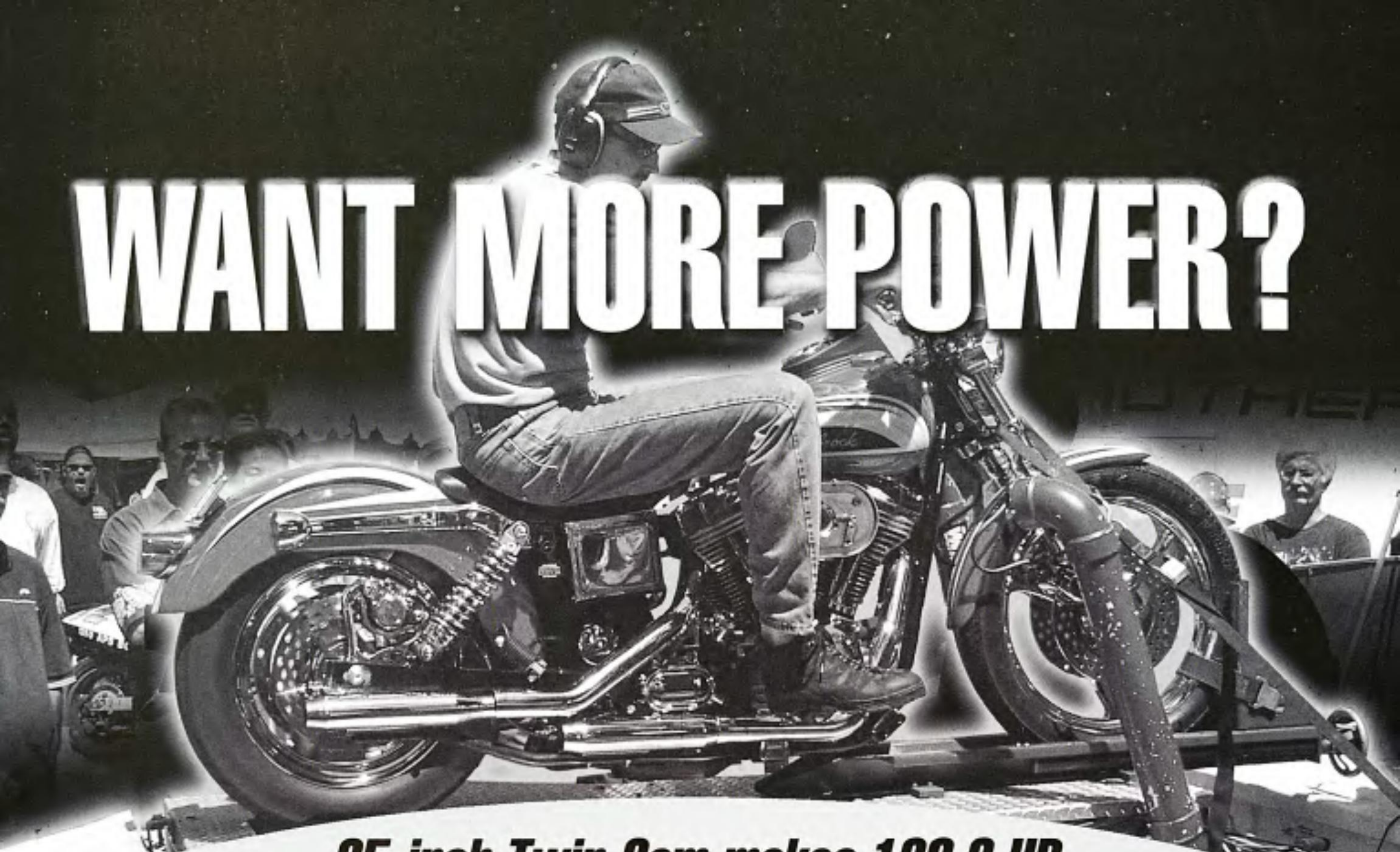
Model's Name____________________
Address ____________________
City________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am ____ years of age, born ____________
I will pose fully nude ____________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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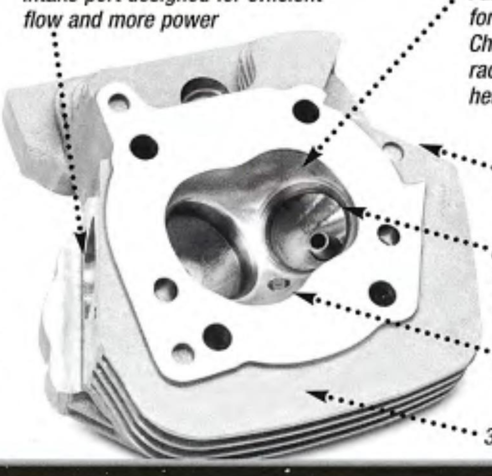

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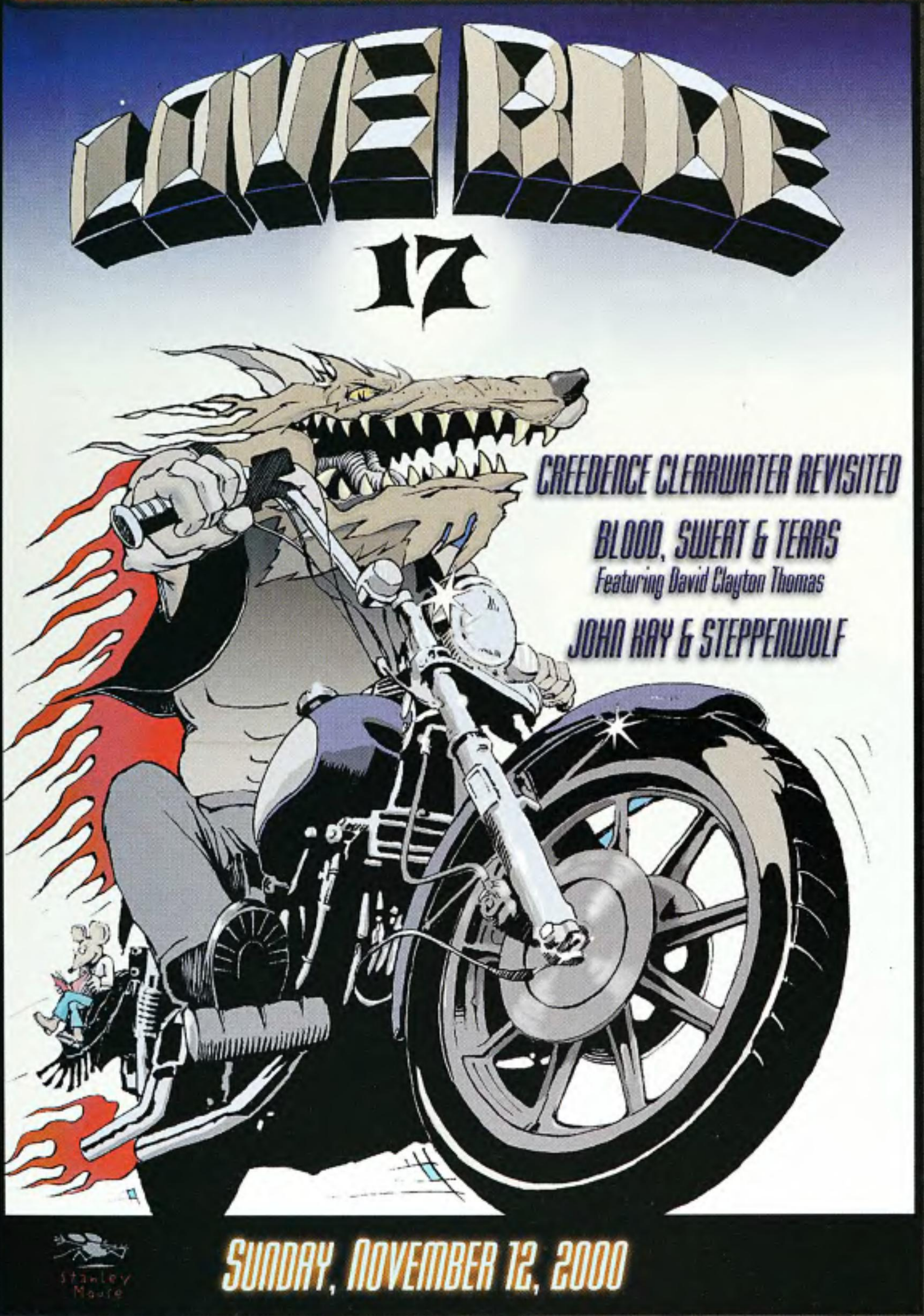

A caravan of 20,000 motorcyclists from Harley-Davidson of Glendale to a concert, trade show, and Tony Roma's barbecue at Castaic Lake.

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JOHN KAY & STEPPENWOLF	7:15
Celebrity Press Conference	8:45
Bikes Depart For Castaic	9:30

Castaic Lake

Gates Open	10
Trade Show	11am-4
Tony Roma's Barbecue	11am-3
CREEDENCE CLEARWATER REVISITED	12
Victor McLaglen Motorcorps	1:30
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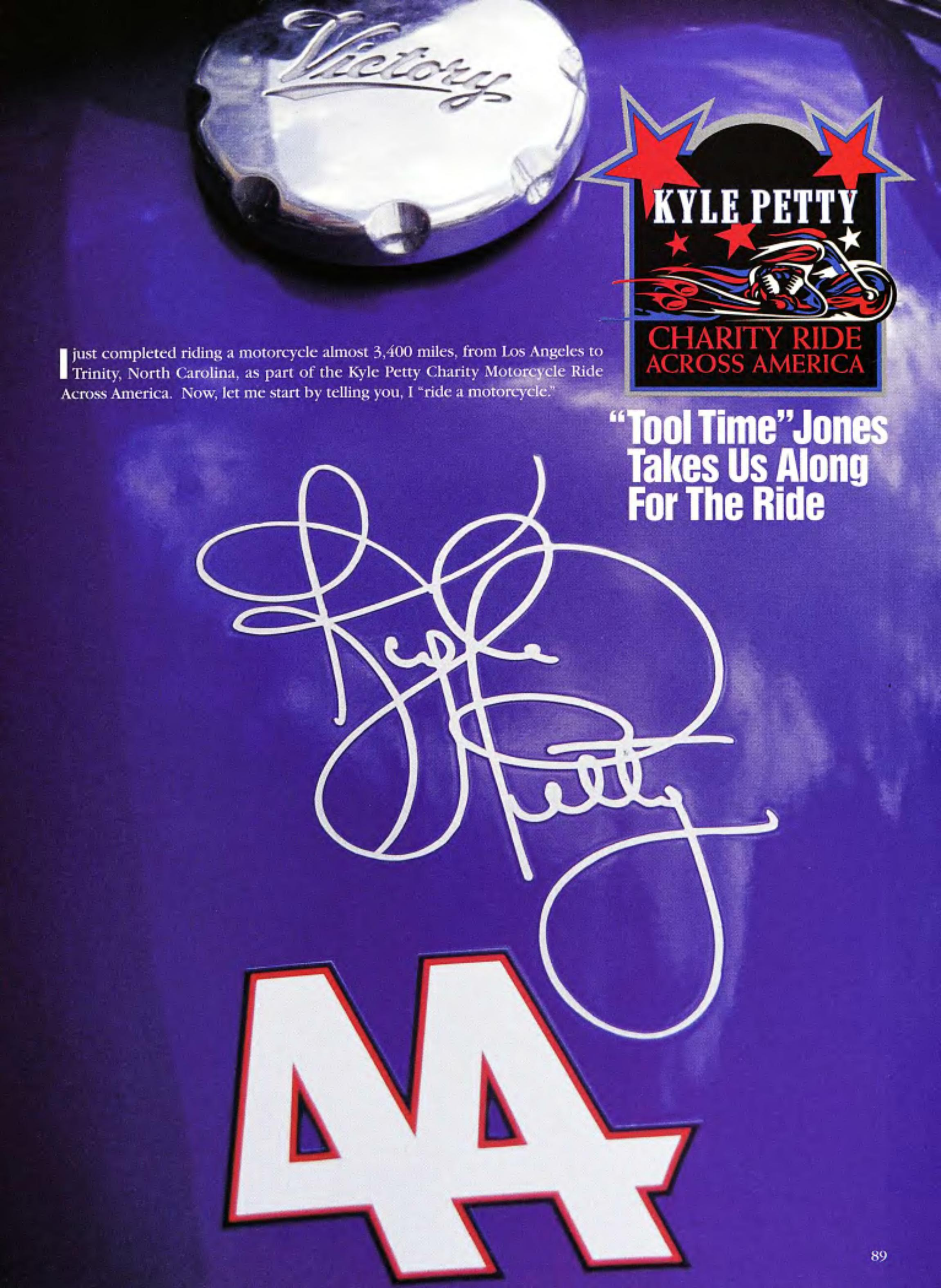


"Tool Time" Jones Takes Us Along For The Ride

I just completed riding a motorcycle almost 3,400 miles, from Los Angeles to Trinity, North Carolina, as part of the Kyle Petty Charity Motorcycle Ride Across America. Now, let me start by telling you, I "ride a motorcycle."

There are those of you who "ride a motorcycle." When I call my buddy or he calls me and says, "Hey, let's ride up to Santa Barbara for lunch" ... that's a good ride. After that ride and a nice lunch we head home and say, "You know, that was a great ride." We "ride motorcycles."

Then there are those of you who are "motorcyclists." Don Tilley, Cotton Moore, Jim Blackwelder, Morrie Irvin, and Click Baldwin lead the Kyle Petty ride. They are "motorcyclists." They all live in North Carolina. When Cotton calls Don and says, "Let's go for a ride," he means, "Hey, let's go to Montana." And they head out on the open road. When these five horsemen saddle up, it means thousands of miles. Between them, they have logged multi millions of miles. I now have the utmost respect for "motorcyclists."

Riding a motorcycle across this beautiful country of ours was truly a life-altering experience. It is something I will never forget and will remain in a place in my heart forever. My wife, Phyllis, and I checked into the hotel on April 28 in Baldwin Park, California, where I was introduced to my mount for this epic journey: a new Harley Road King.

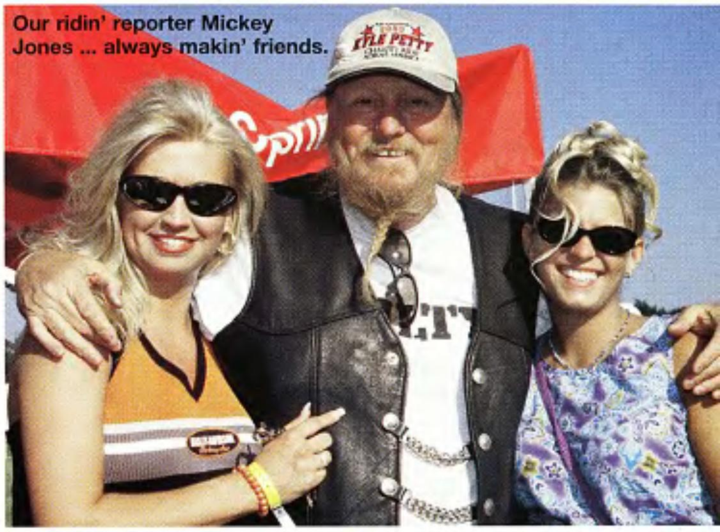
Saturday, April 29, was a chance to meet the other riders and get geared up for the ride ahead. We had eight motorcycle officers making the trip with us. There were two from Daytona Beach, Florida, one great guy from Falls Church, Virginia, and the rest were from North Carolina. That afternoon the law enforcement personnel organized a safety check-out ride. With 187 motorcycles on the road together, everyone agreed this was a good thing. That night we attended a kick-off party with the man, himself, Kyle Petty. However, the highlight of the night for me was meeting the King, Richard Petty. Some of the other celebrities on the ride included Adam Petty, Harry Gant, Steve Park, Tim Fedewa, Ken Schrader, Lake Speed, and Winston Kelly—all of NASCAR. Robert Raiford of the John Boy and Billy radio show was also along for the ride. I did a couple of interviews with Robert and the John Boy and Billy show. They are really crazy. But I mean that in a good way.

Day 1: Early Sunday morning, April 30. We staged at the hotel and then proceeded on to California Motor Speedway where we did a parade lap in front of 100,000 race fans before the Winston Cup NASCAR race. As the snake of motorcycles rounded the turn to the front straight-away, Kyle and his wife, Pattie, rode onto the track, each on their own motorcycle, and lead the parade lap. It was something to see. At the conclusion of our parade lap we left the track and hit the highway for our first fuel stop and lunch at Indio, California. We made another fuel stop at Quartzite, Arizona, and then on to Prescott, Ariz., for a well-deserved rest. So far, so good. I had a small problem, however. The long ride has made my groin area numb. I was more than a little concerned so I called one of our doctors on the ride and told him my symptoms. He said he knew exactly what it was and came up to examine me. This was my first and last day on the Road King. So much for the Road King seat, I'll never forget that damned seat.

Day 2: Monday morning, May 1. We were up at 5 a.m. and off to Valle, Ariz., for our first fuel stop. From there we went to the Grand Canyon for some sightseeing. You know, there's just never enough time. Out next fuel stop was Kayenta, Ariz., the gateway to Monument Valley, the same Kayenta where I shot my scenes for National Lampoon's *Vacation* with Chevy Chase. Kyle and Richard Petty got a big kick out of that. The next fuel stop was Cortez, Colorado, and then on to Durango, Colo., for the night. Today we had a small injury. There was a lot of road construction in the "Four Corners" area. Almost missing a turn, the group slowed down rapidly and one of the riders dropped his front wheel down roughly three inches off the asphalt. The front wheel kicked sideways, the bike fell over, and the rider suffered a broken ankle. He had to fly back to North Carolina for surgery where a pin was put in his ankle. His bike was loaded on a truck for the lonely trip back home. One down!

Day 3: Tuesday, May 2. At my 5 a.m. wake-up call I was told the temperature was 18 degrees. I didn't want to get up that morning. The temperature at the time of our departure had warmed up to a brisk 28 degrees. Time for chaps, warm suit, jacket, neck and face warmer. Some folks actually had electric suits that plugged in to their bike. That was pretty cool! We left for Chama, New Mexico, for fuel. From Chama we went to Santa Fe, N.M., for fuel and lunch as the guests of Red Lobster. That was great. Next fuel stop was New Kirk, N.M., then on to Amarillo, Texas, and dinner at Big Texas Steak Ranch. My kind of dinner! We were running late for a press reception for the celebrities so the Texas Department of Public Safety escorted us to Amarillo at 90 mph. That was very interesting.

Photos: Pam Proctor, Mickey Jones



Our ridin' reporter Mickey Jones ... always makin' friends.

Day 4: Wednesday, May 3. This 5 a.m. wake-up call stuff was getting to be a drag. We left Amarillo, Texas, and refueled in Sayre, Oklahoma, and then on to Edmond, Okla., for lunch. Our night's sleep was to be in Tulsa, Okla., but before we turned in, we visited the kids at St. Francis Hospital. Kyle Petty presented the hospital with a check for $25,000. This is what it's all about. That was very special.

Day 5: Thursday, May 4. RAIN! We left Tulsa, Okla., for our first fuel stop of the day, Ozark, Arkansas. Then came Lonoke, Ark., for fuel and lunch. We proceeded to Memphis, Tennessee, for a wonderful barbecue dinner. Yeah!!! Click Baldwin and Morrie Irvin donned their Elvis wigs and terrorized Beale Street. Really something to see. By the way, the Memphis Police Department was the best. They cleared the busiest freeway in town for all our motorcycles, leap frogging down every on-ramp and shutting the freeway down. Great job, guys. Thanks!

Day 6: Friday, May 5. Six hundred miles today. This was the most demanding day of the ride. We left Memphis for Hurricane Mills, Tenn., for fuel and then on to Smiths Grove, Kentucky, for fuel and lunch, then on to Versailles, Ky., for fuel. The next fuel stop was Kenova, West Virginia. We then rode to Huntington, W.Va. for dinner at the Wild Dawg Saloon and boy, was it ever *wild!* A great crowd of folks welcomed us in Huntington. Then it was on to Charleston, W.Va. for the night ... very tired. One small injury today. I fell down in Versailles, Ky. Not on my motorcycle; I turned my ankle stepping out of a port-a-potty and fell on my right side, tearing some tendons in my right arm. My golf game is on hold. I still rode 1,000 miles after that all the way to the end. That fall really sucked! Two down!

Day 7: Saturday, May 6. We left early for Crawley, W.Va. for breakfast and fuel. Next was Amherst, Virginia, for fuel and lunch. Then we arrived in Richmond, Va. After doing a couple of parade laps around Richmond International Raceway, before the NASCAR race, we headed to Petersburg, Va., for the night. We had another couple of injuries; Richard Petty's son-in-law fell over and broke his ankle. The next morning Kyle said, "In our family, that is no big deal; it's more like a hang nail." Three down! Then, at the end of the day, a rider lost his balance at a stop, fell over, and his lady passenger broke her left arm in the fall. Four down! She was back on the bike for the final day.

Day 8: Sunday, May 7. Before leaving Petersburg, Va., the doctor wanted to present an award. He told the story of one of the riders experiencing some numbness. He said the rider called him about a small problem. He continued to say that he went up for an examination and it was *small* ... the problem, that is. Needless to say, I realized he was talking about me. He then presented me with the "Numb Nuts Recovery Award." It reads: "An unnerving experience." I reluctantly accepted my award and headed off to Oxford, North Carolina, to refuel. Everyone was excited to cross into North Carolina. Our next stop was the Children's Wing of Duke Medical Center. Kyle presented another check for $25,000. We had one last stop for fuel at Whitsett, N.C., and then it was on to Kyle's farm in Trinity, N.C. We made it—almost 3,400 miles. We raised another $50,000 to go toward a new Paul Newman "Hole in the Wall Camp" for sick kids. I stayed over that night in North Carolina and then flew home on Monday, May 8.

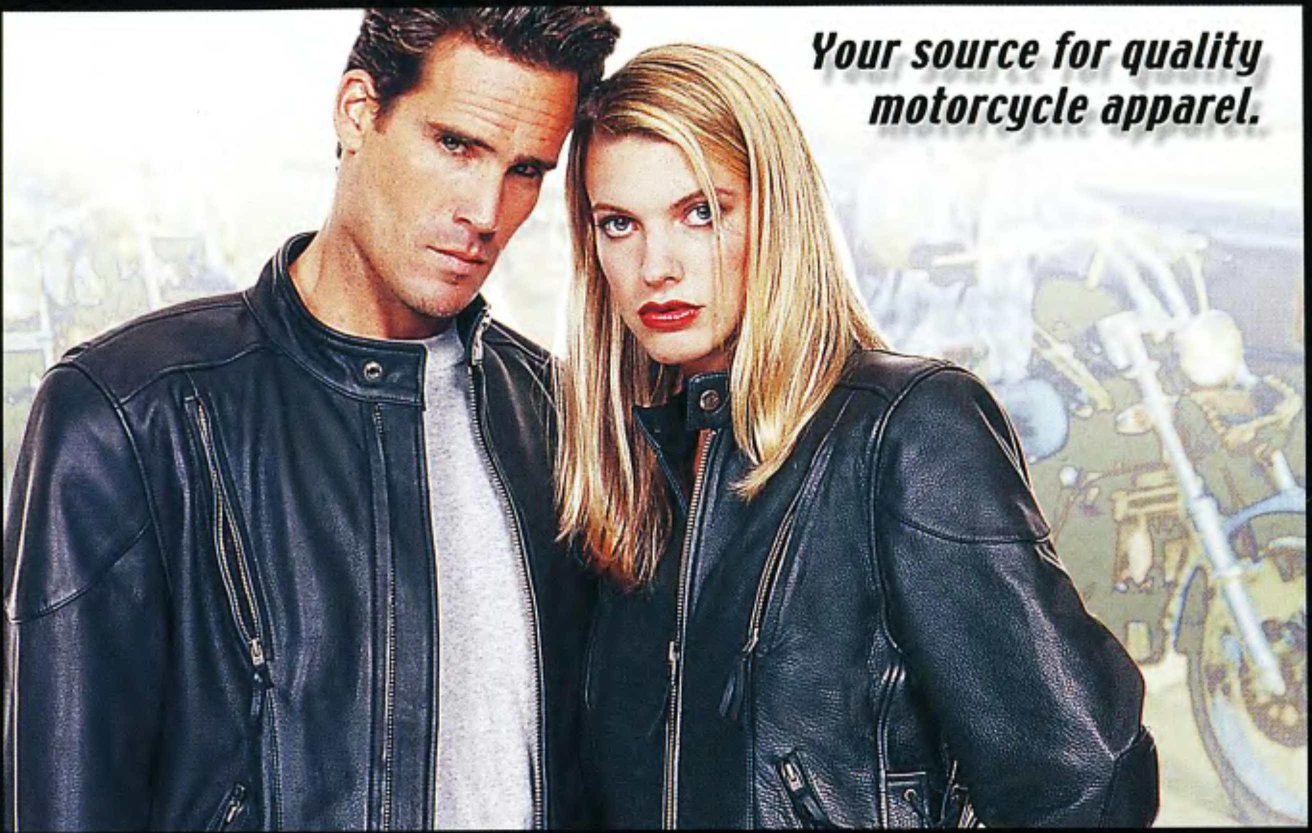
Tuesday, May 9. I slept in.

You can't imagine the logistics of putting together an event like this so, at this point, thanks to some very special people are in order. First, thanks to the Petty family: Kyle, Pattie, and Adam. Next, a big thank you to Diane P. Hough, the director of the Winston Cup Racing Wives Auxiliary and her staff. Thanks to the luggage guys. They never lost my luggage. Thanks to Dennis and Cindy, the fuel coordinators. A special thanks to all of the city and state law enforcement agencies across the country for escorting us through the traffic. You did a great job. Thank you to April Atkinson, my Web master for updating the ride every day with news and photos. And to all the riders, thank you for new friendships. Remember, friendship is forever.

On Friday, May 12, my wife and I heard the news that Kyle Petty's son, Adam, has been killed during a practice run at New Hampshire International Speedway in Loudon. I was absolutely shocked and devastated at the same time. Adam was part of our Ride Across America and we got to know each other, even trading off bikes from time to time. Adam was the first fourth-generation driver in NASCAR history, driving the No. 45 Sprint Chevrolet. He was a well-mannered, sweet kid.

We extend our thoughts and prayers to Kyle and Pattie, their son, Austin, their daughter, Montgomery Lee; Richard and his wife, Lynda, and all the Petty family. Their devastation will be shared by all the riders on the 6th Annual Charity Ride Across America. Goodbye, Adam. We'll miss you.

—Mickey Jones



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A True Story

Normally I like to fill this column with bullshit, exaggeration, and outright lies, but today I thought I'd share a true story. Sometimes things just happen to a person that can turn a normal, even shitty day into a truly memorable experience. I had such an experience sitting in a downtown coffee shop drinking really crappy brew and eavesdropping on a couple of 20-something females at the next table. Now usually I wouldn't care what two females might be yappin' about, but these two were above average attractive, so I listened just in case one of them let her phone number or address slip. I'm not a stalker but it doesn't hurt to be proactive.

I was rapidly losing interest because the topic of their conversation seemed to be firmly stuck on fashion and such, when one of them said something that caught me totally off guard. She was telling her fem-buddy about her new knee-high leather boots when she said, and I quote, "I bought them for sex. They're nice and snug so they shouldn't get in the way." Let me repeat that just in case you weren't listening. She said, "I bought them for sex. They're nice and snug so they shouldn't get in the way."

I was stunned silent. (Not that I was sitting there talking to myself; it's more of a figure of speech.) I had no idea how to react. Most women that I know only discuss sex when they need something to bitch about. This woman seemed to be an enthusiast. I was so excited I felt like humpin' a leg.

Instead I sat there with one sexual fantasy after another screaming through my head. A slim, sexy woman in knee-high boots is enough material to keep my imaginary sex life going for a month. Actually, I had to put my mental brakes on because I was afraid I might rupture an artery.

There was only one problem with what I had heard. There was nothing I could do with the information. It was like knowing the winning lottery numbers and not having a dollar for a ticket.

Even though this woman was obviously into sex, she gave no indication that she was into having sex with lurking coffee shop strangers, or anyone else for that matter. Unless she could feel me undressing her with my eyes, she probably didn't even know that I existed.

These women were a perfect example of what's wrong with our society. The world needs more women like this—women who talk openly about sex. Granted, they weren't exactly talking to me, but I could hear, so I'm counting it. And why do we need women to talk about sex? Because if they don't how the hell will we men know where they stand on the issue?

Men have no idea when a woman is interested in sex. We might be able to pick up on the odd clue here and there, but generally speaking we're pretty much in the dark. This is because women don't play fair.

You would think, for example, that if a woman dresses sexy that she would be the type of female who is into sex. But the fact is that a lot of women dress far sexier than their level of interest would demand. Actually, a lot of them dress far sexier than is safe in order to function in society.

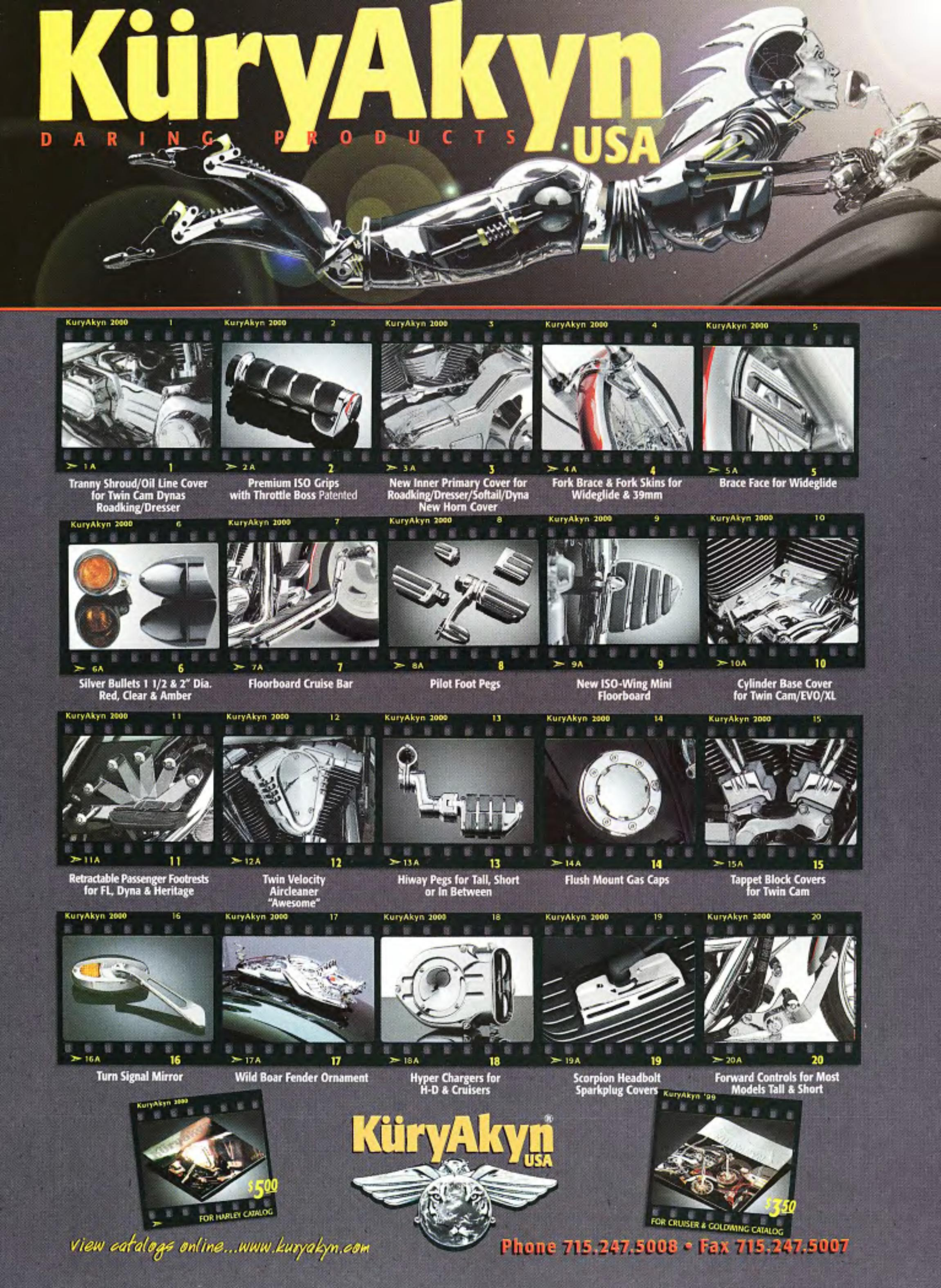
I walked into an office the other day to conduct some business, because that's what goes on in offices. I had only stepped in the door when I was confronted by a woman I can only describe as yummy lookin'. She was wearing this low-cut top that exposed her more-than-ample cleavage. Each of her boobs was bigger than my whole head and she had a skirt on that was shorter than my attention span. I don't mind saying that I took a good, hard look because the way I figure it, any woman who dresses like that has to expect to get looked at. I only wish I would have had a camera.

On another occasion, at another office, much to my surprise, I found the receptionist wearing nothing but a bra. OK, I don't know if it was really a bra, but I could see lace and midriff, and that's a bra to me. I have no idea what I said or why I was there, and yet I can picture her chest like it was just yesterday. Selective memory I suppose.

I'm not just sharing these stories so I can relive the events. Although they're really great memories, I do have a point. Despite the fact that these women were dressed like porn stars, I had no way to gauge their interest in sex because at no time did they tell me their interest in sex. They both could have been lesbians for all I knew, or even married. (I know I could have checked their ring fingers, but I was so preoccupied I couldn't even say for sure if they had hands.)

What we men need in order to avoid all this confusion is some kind of an international signal that would indicate a woman's level of sexual interest. It'd be nice to know if we should turn on the charm or quit before we even start. Men aren't stupid, but we're not mind readers either. We need something simple and easily recognizable that says, "Go ahead, guys, make your move. You could get lucky." Might I suggest a nice pair of knee-high leather boots.

—Greg White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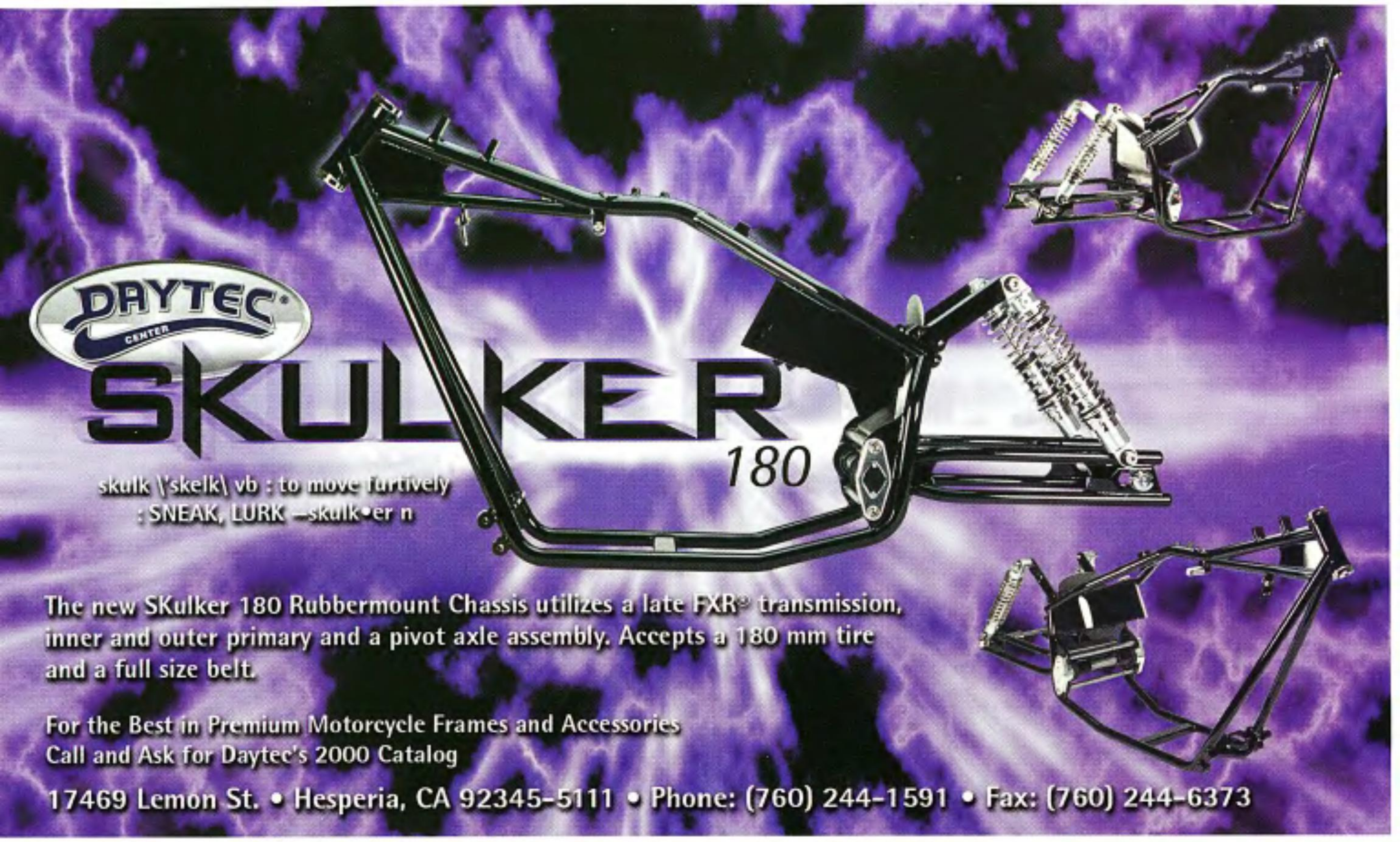
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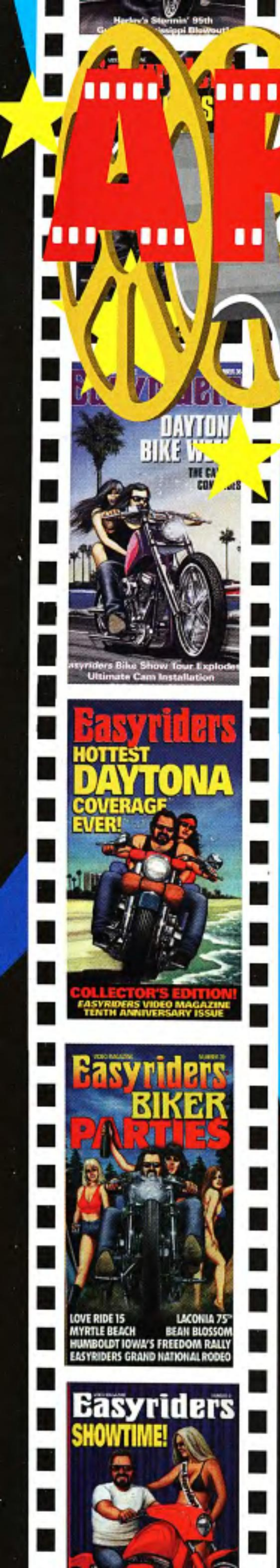

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- ☐ Video 27: Black Hills Classic '95, Four Corners '95, Harley's VR-100, Aero Charger.
- ☐ Video 28: '95 Coast-to-Coast Easyriders Rodeo Roundup, Women of Drag Racing, Easyriders 25th Anniversary issue.
- ☐ Video 29: Daytona '96, Easyriders Bike & Tattoo Show, Inside the Harley Motor Factory.
- ☐ Video 30: Laughlin River Run '96, Texas Rattlesnake Roundup, Myrtle Beach '96, Bridgeport '96. Doobie Brothers.
- ☐ Video 31: Sturgis '96, Love Ride 9, Del Mar, Jims Machine, Scotty Parker. Music by Carlos Guitarlos.
- ☐ Video 32: Daytona '97, Easyriders Rodeo Wrap-up '95, Wild Weasels, S & S Cycle.
- ☐ Video 33: Exotic Dancer Run. Easyriders Grand Nationals Rodeo '96. Easyriders Bike Show '97 Bash in Anaheim. Rolling Thunder/Run for the Wall. David Mann Wedding. Carlos Guitarlos.
- ☐ Video 34: Hollister 50th. Redwood Run '97. Chicago Toy Run '96. Easyriders Columbus Bike Show. Biker Jokes. Fryed Brothers.
- ☐ Video 35: Easyriders Rodeo Grand Nationals Rodeo - Chillicothe. Artistry In Ink Show - Anaheim. Oyster Run '97. Wetzel Blowout '97. Run For The Wild. Music by the Wolverines. Photographer Michael Lichter.
- ☐ Video 36: Daytona '98. Easyriders '97-'98 Bike Show Tour. Columbus Bike Show '98. Jims Valve Train Tech. Music by Steve Werner "The Zoo".
- ☐ Video 37: Harley's 95th anniversary celebration. Laughlin Run '98. Gulf Port Blowout '98. Primo Belt Drive Tech. Harley-Davidson VR-1000 Race Team.
- ☐ Video 38: All Sturgis '98. This Sturgis special takes you through the whole Sturgis experience with an interview with Bob Newland, a feature on Peter Fonda, the Bushtec Trailer Tech and more!
- ☐ Video 39: The best of the biker parties brings you all the party action from coast to coast. Myrtle Beach '98, Iowa Freedom Rally, Laconia 75th Anniversary, Bean Blossom Boogie (Indiana), Love Ride #15 and Chillicothe Easyriders Grand Nationals.
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Burple Haze

JIM VESTRING'S PRO STREET PAVEMENT POUNDER

Ladies and gentlemen, what follows is called "Literary License." Basically what that means is: If you're gonna tell us we can play with the story you've written, have a sense of humor! Now, come listen to the story of a man named Jim, poor bike builder, couldn't keep his family fed. And then one day he was shooting House of Kolor Burple and up from the ground came ... Sorry, nothing rhymes with "Burple."

Actually, this bike project started at a party Jim Vestring was throwing. The beer was flowing and the talk was loose. Bob Philpot was in attendance and Jim and his brother Scott were showing off a '53 Servi-car they were restoring for the 2001 Easyriders Bike Show in Columbus, Ohio. Bob was trying to get his bike together for the 2000 show. Whereas Jim's bike just needed a few parts and paint to finish the project, Bob's was all over his garage. An engine here, a frame over there. Hell, the Scarecrow in The Wizard of Oz looked better after being attacked by the Flying Monkeys for crissakes! Jim agreed to lend Bob a hand in building it. Then Jim's in-laws got involved.

One of the in-laws took ol' Bob aside and told him, "Better watch yer back dealing with Jim. He'll screw ya. He'll get his Servi-car back, finish it, take it to the 2001 show, and leave you high and dry." Ahh, where would you be without the love of family?

Bob got confused, struck a deal with the Brothers Vestring, and swapped out all the parts and pieces for the '53 Servi-car. Another beer and a handshake and the deal was done. The Vestrings just got themselves a '98 Kenny Boyce Pro Street to put together. Meddling in-laws or future used car salesmen? You make the call!

As it turned out, they finished the bike in time for the 2000 Columbus Invitational. Jim's son, Josh, walked away with some Show Gold and all Jim and Scott walked away with was this photo shoot by ace photographer Michael Lichter. We felt a little sorry for that fact, so we utilized our Fox Hunt winner Wendy. Wendy hails from Lancaster, California, only a few hours away from our offices. So, we cajoled her into driving a few hours and hooked her up with photographer Elde Stewart, who took the photos to match up with the bike. I figure if you've made it this far, your reading skills are such that you're able to read the chart. That's why we didn't mention too much about what's in it. Of course, there's also that top-secret stuff the Vestrings won't reveal. As for the Servi-car, the frame is powdercoated and sittin' in Bob's garage. Burple Haze all around. Don't know if I'm climbin' up or down ...

—Oil Can

Owners: ..Jim and Denise Vestring
City: ....Cincinnati, Ohio
General
Fabrication: ......the Vestring family
Year/make: ......1998 Kenny Boyce
Model: ....FXR Pro Street
Assembly: ..Jim and Scott Vestring
Chroming: ....Brown's
Engine
Year/model:......................1998 Evo
Ignition: ....Dyna S
Displacement:........80 cubic inches
Lower end: ....H-D
Pistons: ....H-D
Cases: ....stock
Heads: ....H-D
Cam: ....stock
Lifters: ....stock
Carb: ....S&S
Air cleaner: ....KüryAkyn
Pipes:........Samson shorty shotgun
Transmission
Year/type: ....1998 H-D FXR
Paint
Molding: ....owner/Bedlam Bikes
Painter:................Steve Schroeder/ Bedlam Bikes
Color/type: ...House of Kolor Burple, silver inlay/PPG
Frame
Year/type:.......................1998 FXR
Builder: ....Kenny Boyce
Shocks: ....Progressive Suspension
Modifications: ....35-degree rake
Accessories
Bars: ....Ness
Handlebar controls:............Custom Chrome, Inc.
Fenders:....................Fat Boy front/ Boyce Wide Drive rear
Headlight: ....Rick Doss
Taillight: ....Milwaukee Iron
Speedo: CCI
Dash: ....owner
Electrics: ......Don's Custom Cycles
Pegs:...............................JayBrake
Foot controls: ....JayBrake
Gas tank: CCI
Oil tank: CCI
Seat:.............Boyce/re-covered by Jim Wilkerson
Mirrors:..................................Ness
Grips: ....Ness
Forks
Type: .... H-D FLH
Modifications: ....2 under
Wheels
Front
Type: ....RevTech Scorpion
Size: 16-inch
Tire: ....Avon
Brake: ....GMA painted
Rear
Type: ....RevTech Scorpion
Size: 16-inch
Tire: ....Avon
Brake: ....GMA Painted
Photos: ..Elde Stewart/Mike Lichter

OK, I'm as guilty as the next guy. Sometimes things just slip your mind. You get busy with something important like riding up and down the street bugging some young sexies and you forget about stuff. Maybe you neglect to pick the rugrats up from school and they have to spend a couple of nights outdoors. Maybe you sleep 'til noon and forget to make that court appearance so you can have that public indecency rap taken off your permanent record. Hey, shit happens. No harm done, right?

Throughout the day a lot of stuff passes through a person's mind. The brain is like a high-tech filter. A lot of stuff enters, most of it passes straight through; the stuff about motorcycles and beer sticks. The brain tends to remember that which is important to its owner. The other stuff is ignored or forgotten, so if something isn't a priority, it can be easily neglected.

Often one of the first things neglected in our busy lives is personal hygiene, which is bad for everybody. If the quality of your cleanliness suffers so does the quality of life for everyone you encounter. So just as a reminder, if you've got some time you can spare, check out the following points. If any of these seem strangely familiar, it may be time to clean up your act. Do everybody a favor and hit the showers, or the car wash if things have advanced to that stage.

—Greg White

How do you know that you stink to high heaven? Well, here are a few pointers:

- If you've ever been deloused and it didn't take.
- If you've ever been spit out by a shark or any other large carnivore.
- If you've ever made a dentist run out of the room in tears.
- If your ol' lady keeps "accidentally" spilling buckets of soapy water on you.
- If the same dog that spends all day licking his ass won't eat anything that you've touched.
- If you've ever been woken up in the middle of the night by the smell of your own feet.
- If a doctor has ever used the word "infestation" to describe your condition.
- If you've ever found pieces of your Christmas dinner hanging from your beard ... in July.
- If your bros change your nickname from "Stinky" to "Super Stinky," to be more accurate.
- If flies abandon a perfectly good road kill to chase you down the highway.
- If your bros keep leaving soap samples in your mailbox.
- If you've ever had to soak your feet to get your socks off.
- If you've ever punctured a water bed with your toenail.
- If your toenails have ever worn through a pair of riding boots.
- If you've ever had to have your naval lint surgically removed.
- If you can ride down the highway at 75 miles per hour and still smell your armpits.
- If the water in your apartment was cut off for six months before you noticed.
- If you've ever had a whole bus to yourself during rush hour.
- If the only gift you ever get is deodorant.
- If you could survive quite comfortably for a month on the food you've got stuck to your shirt.
- If winos won't take money that's been in your pocket.
- If you've ever smelled a pair of socks to see if they were clean, gagged from the stench, then worn them anyway.
- If you've ever found yourself suddenly without underwear because the ones you had on turned to dust and fell out the bottom of your pant leg.
- If anytime someone asks, "What stinks?" the answer is always you.

Clean Up Your Act

"If anytime someone asks, 'What stinks?' the answer is you."

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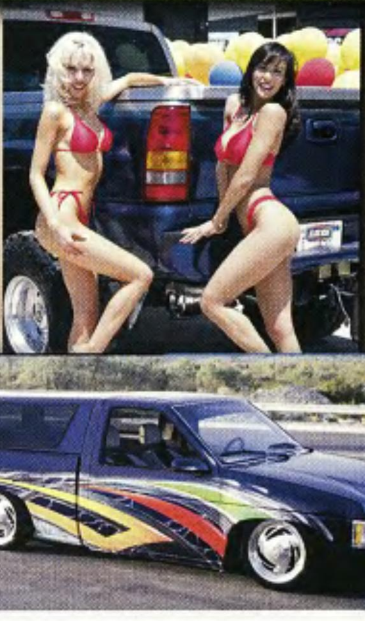

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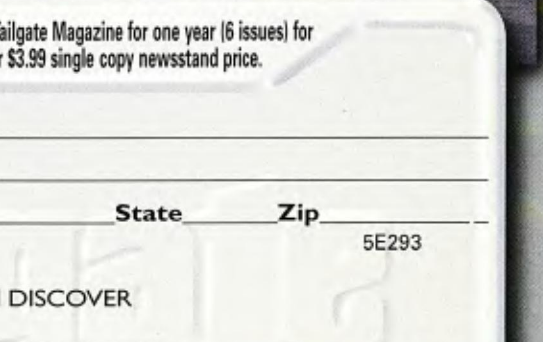

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ALL-AMERICAN BIKE SHOW

BIG AL's Rumble In The Jungle

Back about a decade or two ago, Irvine, California's Hidden Valley Park was called Lion Country Safari, where you could cruise through a jungle in the safety of your gas guzzler and view the wild tigers, lions, giraffes, and a few rhinos, without fear of getting your butt bit off.

Then came Big Al Martinez. He took over the park and brought in a mass of rumbling machines. Musta scared the livin' crap out o' them animals, 'cause they sure aren't there no more. Well, except maybe for the Bad Pig Girls who are seen running around the grounds in their skimpy attire.

The All-American Bike Show features the best of the best of custom iron, and talk about wild paint jobs; tribal flames in this jungle, at the Al Martinez Custom Paint booth, were on display in colors that only Toucans can rival, and I ain't talkin' fruit loops. Wild skulls and flames could be seen in colors that burned the entire light spectrums. Big Al's pals Nacho and Party Animal King George kept it flowing in the booth. Did you get one of their wild Al Martinez Paint shirts?

There was plenty of color on stage too, not just on stretched sheetmetal, but on tattooed skin that spoke loudly of the American biker lifestyle. One girl, Jennifer Schichi, sported lots of fresh skin ink. Her well-healed dermagraphics rivaled Al's scooter paint jobs for best colors of the show. The dudes were showin' off plenty of fresh ink too. One heavy-duty dude had tattoos so fresh that he was peelin' ink scabs ... but Big Al's paint jobs don't peel! That's the reputation he built these shows on, and it sticks; just ask the nearly 9,000 folks there lookin at his murals, flames, skulls, and whatever else your wildest dreams come up with.

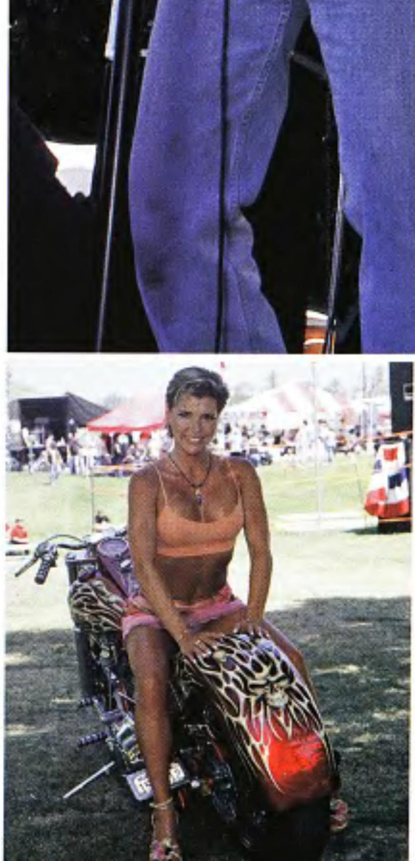
Speaking of dreams, the lovely Mishel Thorpe, who also doubles as an *Easyriders* poster princess, sure inspires some wet ones. What a bod! Also roaming the jungle in a wild black outfit was the *Easyriders* February 2000 centerfold, delicious Dina Marie; she was there promoting her Web site, Dinarotica.net. Easyriders Associate Editor Scott "Oil Can" McCool seemed to be frequenting her booth with 90 weight consistency.

The White Brothers performed their tune-up techniques to audiences a-plenty who brought in their rumblers to tilt the meters on the mobile Dyno Jet. Bike builders were there lookin' cool. Johnny Pag, Straight Up Designs, Wood Cycles, Pro One, Hot Match, Ultra Cycles, V-Twin City, and many more were there with the stuff you wanted to see.

Al never has a shortage of entertainment at his shows. The musical lineup was beyond extra-cool this time. First, Little Moe shook the place with classic rock and blues. Then, the treat of the day was a new group called Andie James—Dixie-style Southern Belles who rocked and danced on stage while playin' killer southern boogie. Ninety-six bikes entered the bike show competition for Al's first millennium show. The second, held at Oak Canyon Park in Orange, Calif., on October 1 was the ultimate capper for a wild summer of SoCal events. Check out www.almartinezpaint.com for more info.

—Pete Alva

Photos: Pete Alva



asyriders

JIMS
ENG. B.C.R. FLAME-OUT
AB TECH

Riding Soulo in New York

A WELL-WHEELED, HIGH-HEELED FEMME FATALE ROARS THROUGH NEW YORK CITY

It's high noon in midtown Manhattan and I'm in a mood for a challenge. So, I sashay 15 blocks to the parking garage where my beloved Sportster, Tigerlily, awaits me. Born to be wild, we just love a thrill. Like two good girls gettin' down and dirty, I mount her, pump the throttle and start my Evo-Twin. She roars to life. Ecstasy for the two of us.

Curious onlookers can't help but share in our rapture. My Patriotic license plate featuring Miss Liberty reads "Soulo," hence my riding preference. I rip out of the garage and wave adios to the grinning attendant. I gun the pipes, creating an echo that blasts through the garage and at the Mercedes behind me. Dynamite!

The black sheepskin cover feels great against my bare inner thighs. This is the first time I've been able to wear my Daisy Duke shorts and chaps since burning some very delicate skin on the red-hot oil tank. Today I choose to wear my white skull bucket helmet with my name painted in violet across the back. Sometimes I'll ride incognito and wear a bandanna around my face to save my lungs from the city exhaust. My blue eyes are shaded with matching blue spectacles. Like my friend Amanda entitled her one-woman off-Broadway show ... "I Am My Own Cheap Thrill."

I chew gum all the time when I ride. It relaxes my brain from sensory overload and occupies my jaw so I don't grit my teeth during intense riding moments. New York City is like a constant switch—equivalent to Needles Highway, though much more unforgiving. But instead of the towering Black Hills, bounteous sky, and stone faces of South Dakota, we've got towering concrete and steel edifices, aka "the canyons," sky sliced into tiny geometric patterns shadowing sunshine into second-hand light.

Riding the "canyons" at night is a surreal experience. There's not as much traffic and there's an interesting excitement riding after dark surrounded by lights and action. It makes you feel like the star of a Batman movie, lost in Gotham City. Chrome sparkles and mirrors the reeling nightlife images. With the evening streets empty compared to during the day, thunder created by drag pipes echoes off the towering canyons, setting off building security and car alarms.

NEW YORK
SOULO

New York City scenery embraces the good, the bad, and the ugly with the rich and poor. Today, I choose to ride the deep interior: down Broadway through Lincoln Center, Times Square, the Fashion District, through Greenwich Village and then to Wall Street. This is the most challenging and interesting route, especially at mid-day. Traffic is not as gridlocked as rush hour, but it's enough to create some great switchbacks.

My waist-length hairs flows freely behind my back. Riding in town you're lucky to hang in third gear for over 30 seconds. It's usually a dance between 2nd and 3rd with an abrupt stomp to 1st or getaway flip to 4th ever looming.

As soon as I emerge from the garage, I'm greeted with a crawling bus' ass-end. Taxis jut in and out liked trapped yellow jackets as they jockey for a getaway spot from the bottleneck. I rev and roll left between the bus and an irate cabby, then tuck into the right lane, occasionally swaying left to avoid delivery trucks sitting still. The fringe on my black leather jacket tickles my legs as I sway left and right in swerving patterns to avoid typical city obstacles—potholes, manholes, people, and car pools. Thank God for Jasper Trama's motorcycle safety course.

I get to the next light glowing amber. I could sail through before the fiery red stares me down, but a booming P.A. voice and siren wail stops me. "Hey, lady, slow down!" I stop and turn around, heart in my throat, only to see it's Officer Scott from the neighborhood. He's hysterically belly laughing while waving his tattooed arm out the window at me. "Gotcha Sash," he says, slapping the steering wheel. "Whoa, lookin' good there lady ... Maybe I oughtta arrest ya," he says, laughing.

I shake my head with a smile and shout as I speed away, "Only if you can catch me, office ... sir."

Lincoln Center traffic dumps into Columbus Circle's round-robin tar slabs that split into three opposite directions. There's no way to pick a lane and stay in it here. City natives no longer see the white dotted lines and frightened tourists cling to the steering wheel watching only the dots. I merge left into oncoming uptown traffic traveling broadside at my right and downtown traffic swimming furiously at my left, trying to make a right-handed merge in front of me. Riding is all about rhythm, like many things in life. And riding in New York City is one free-flowing chaos; the only way to survive is to groove to its rhythm.

As I approach Disneyland (the new, shiny Times Square), heads turn and fingers point at me. Ten blocks of funhouse lights and billboards resemble the inside of a traffic pinball machine. MTV fans line up the sidewalk outside the famous second-floor studios overlooking the arcade atmosphere. As I sit in traffic, heads turn and stare at me like a circus act—a brazen side-show attraction sitting in the middle of noontime traffic on a Harley, my leg inches from a Fed-Ex truck and a cab, with a bike messenger kissing the back fender. A few thumbs-up sail the air as I ride by pedestrians. Worldwide folk eyeball me through their camera lenses. I remain either stoic or flash a cheesy grin for them ... depending upon traffic karma.

The Seventh Avenue fashion district presents its own unique hazard: clothing racks loaded down with the latest designer creations. Usually a short fellow, who can't see a damn thing, is charged with maneuvering the hazard into oncoming traffic. Pedestrians rebel against traffic lights while chewing on sidewalk hotdogs. Delivery trucks double park, taking up two full lanes, strangling downtown traffic. Horns scream in protest, sirens whine in desperation, and homeless folks beg to be noticed. No one even bothers to stop eating to see what the hubbub is all about—confirming that New Yorkers can evolve into human "doings" not "beings." But when the rumble of a Harley-Davidson pierces through the insanity, all heads turn, perhaps alerting the "being" inside and the desire to be "free." Today, a clothing rack decides to muscle its way into traffic, purely viewing Tigerlily's front end as something to kiss. I intercede the oncoming intimacy with a saddle bump and grind left.

Riding gets extremely challenging on Broadway through Herald Square and the flower district of Chelsea because streets are narrower. I continue to plan my escape routes ahead, at the same time watching for death-defying dares around me. At a light, a beautiful Jamaican lady with dreadlocks piled high atop her head steps into the crosswalk and spots me. She lowers her sunglasses and grabs her friend's arm pointing, "Oooh, look at dat little sistah, she ridin' her own mow-toe-see-cull." Pearl white teeth flash and the ladies step closer. She puts one hand on her hip while the other hand sails the air in a circling pattern, bracelets jangling. "You go sistah, and you jest show dem boyz dat a girl kin ride too," she says. The two ladies walk away giggling. A huge grin stretches clear around my face.

Machismo overcomes me so I blow a

Photos: Anthony Fioranelli

huge attitude bubble and pop it at the same time the light releases me from sitting idle. I guess that's a major reason why I choose to live in New York. I don't like to be idle. But the definition of idle is changing for me. Now, I feel idle riding in New York and long to be both spiritually and emotionally occupied on the open road.

The narrow, cobblestone streets transport me out of midtown mayhem into Greenwich Village's artistic pandemonium and eye-candy scenery. Interesting folks roam the streets and fill the parks. Students and artists stroll into traffic against the "don't walk" sign. I blast my horn at their unconsciousness and am greeted with an "eff you." The Village's charm doesn't apply to its road surface—hands down the worst in the city. Potholes are left unfinished, blacktop is poured over irregular surfaces, and metal plate edges overlap to cover mysterious holes. My hips are the guiding force to circumnavigating the obstacles as I gyrate side to side like a belly dancer, the bike imitating my lead.

On Bleeker Street I end up behind a double-decker tourist bus. Immediately heads turn to see who has loudly descended. Cameras start snapping and video cameras roll as the bus load of people get up and run to the back of the bus to view this fanciful petite rider on her equally petite Harley. It's my Andy Warhol flash of fame. I can't maintain the stoic face so I bust out laughing and offer a Barbie-doll wave.

Wall Street's financial district is mobbed with tourists and suits. Cigarettes dangle out of the mouths of brokers and secretaries getting their nicotine fix. Tourists line up for a view of the exchange insanity on the famous floor. Vendors dot the sidewalks, selling everything from children's books to Gyros. I stop at a traffic jam where a large, middle-aged fellow with a cigar bouncing authoritatively waddles over to me. "Eh," he says, "nice bike. I got a Road King out in Joysee (Jersey). Won't ride here, though, too many nuts ..." The light changes and he taps my handlebar and points at me, "Be careful." I thank him and take off wondering if I, too, am one of the nuts.

I head uptown on the FDR Drive and cut across the East Side along 86th Street to Fifth Avenue and Central Park's Westside transverse. Without warning, Fifth Avenue turn into one of the worst milled roads I've ever ridden on. The bike is badly wavering so I take her down to 20 mph to keep balance. Taxis blast their horns at me and now the lane is down to one. I only have four blocks more to travel. The noise is deafening, between the construction equipment and the honking. Horns get steadier and a cabby leans on his the entire four blocks. "Yo, knock it off," yells a construction worker. My revenge: I'm in the lead. Finally, I turn onto the transverse and head west under the tree-canopied mini-parkway. For three full minutes I can ride free and pretend that I'm in the country.

I arrive home. Every cell is maxed as adrenaline pulses through me from ride rush. Parking on my block is usually not a problem, although I can't park overnight, lest I wake to find only an oil spot where my bike should have been. There's a perfect space in front of the building facing my apartment so I tuck her there. I'm not home 15 minutes when I hear a commotion outside. Looking out the window, I see a neighbor trying to parallel park into a spot clearly half the car size.

Her bumper is inches from the engine guard of my scooter and two people are coaching her from the sidewalk, "You've almost got it."

My eyes get moon-size in horror. I fly out the door. "Looks like you really want to park there, huh?" I yell from my stoop.

"I could get her in if ..." Frustrated, she blows a hair from her twisted face. "Do you know who owns this motorcycle?"

I nod my head, "Yep, I sure do."

"Can you tell him to move it, please."

I cross my arms and stroll over to her. "There is no *him*. It's my bike."

"Oh," she says looking me up and down. "Well, can you move it. Please." Her tone is curt and annoyingly nasal.

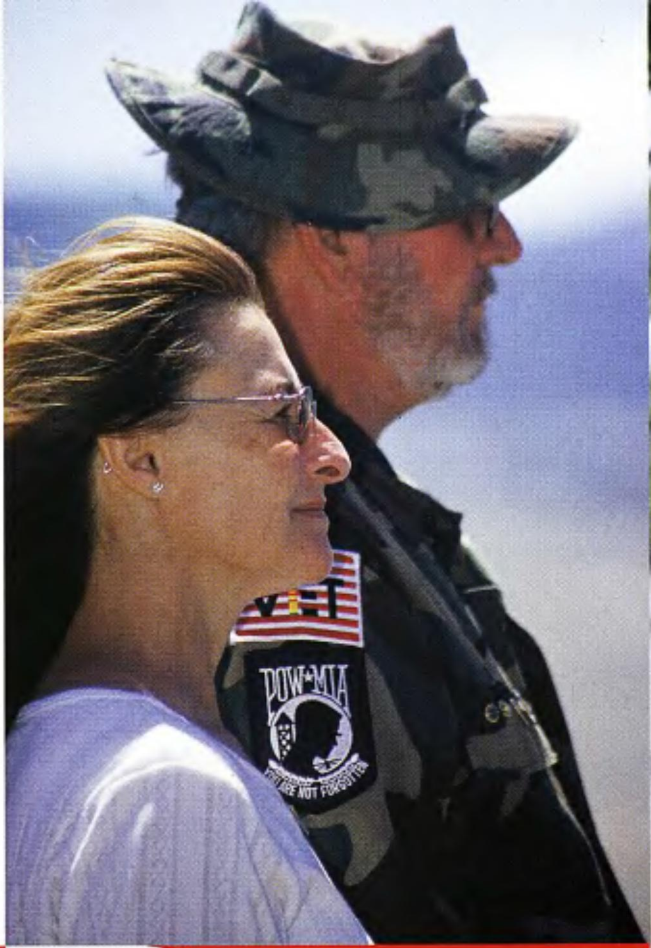
"And, um, where would you like me to park it?" I reply, biting each word with a smile.

"You can stick it between those two cars right over there ... see?" She points to a narrow space about as narrow minded as her trying to psyche me out. The bike stays where it is.

Decisions are made on the fly, so split-second an eye can't blink as fast. Extreme defensive riding becomes second nature. All senses are widely engaged to watch, listen, and scream, if necessary. And, of course, exceptional intuition is key to survival. There's an undeniable energy, an aliveness in every moment, a constant reminder that we are so vulnerable, yet invincible too. My feminine instinct for passionate living roars louder than the pipes thunder, uniting my ride and me as both a tiger and a lily on the streets of New York City. If I can ride here, I can ride anywhere.

—Sasha Mullins

Red River

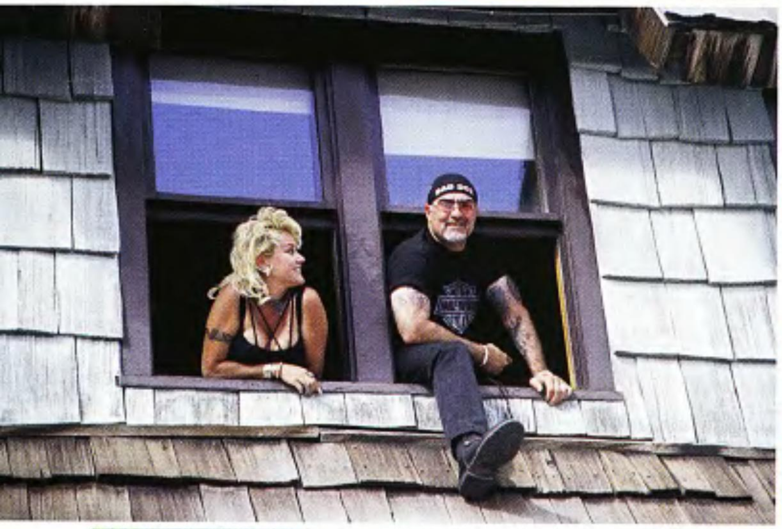


Run

Keepin' it real

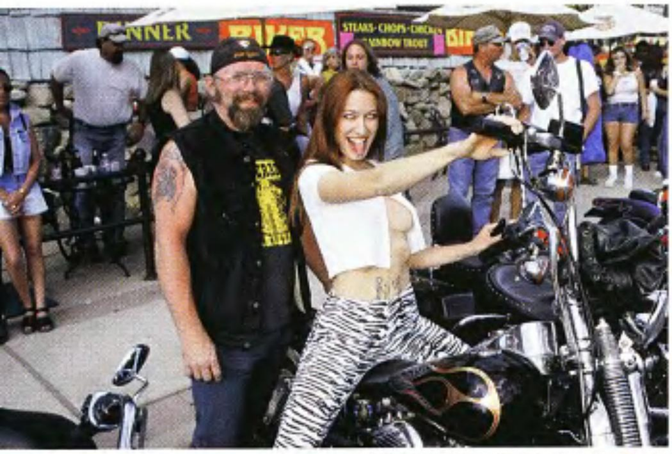
Hey bro, what did you do over the Memorial Day weekend holiday, sit home, roast wieners with the neighbors, yell at the kids, and watch too much boring TV? Too bad, you could have gone to one of dozens of bike runs across the country that celebrate our nation's freedom. You could have played in all the reindeer games, partied heavily, and gazed upon some soft slices of mammalian heaven that don't belong to your ol' lady. More importantly, you could have raised a toast to honor the veterans, both living and lost, who helped give this country that freedom.

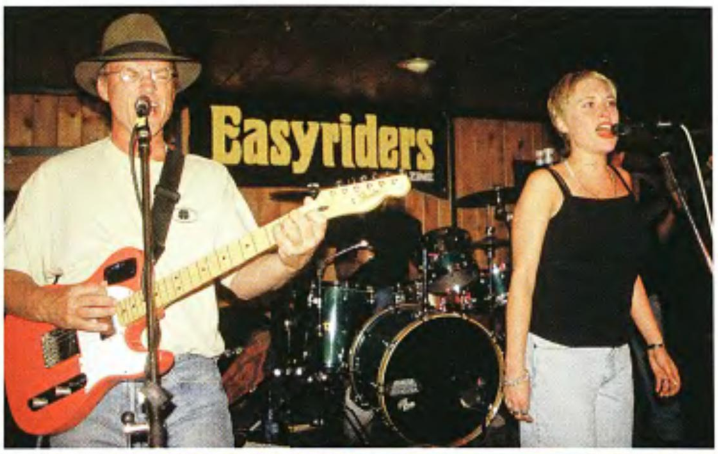
The ol' lady and I opted for a rally we know is a blast, and it's a nice ride through some beautiful country getting there. We went to a fantastic party way out in the woods that won't empty a man's wallet.

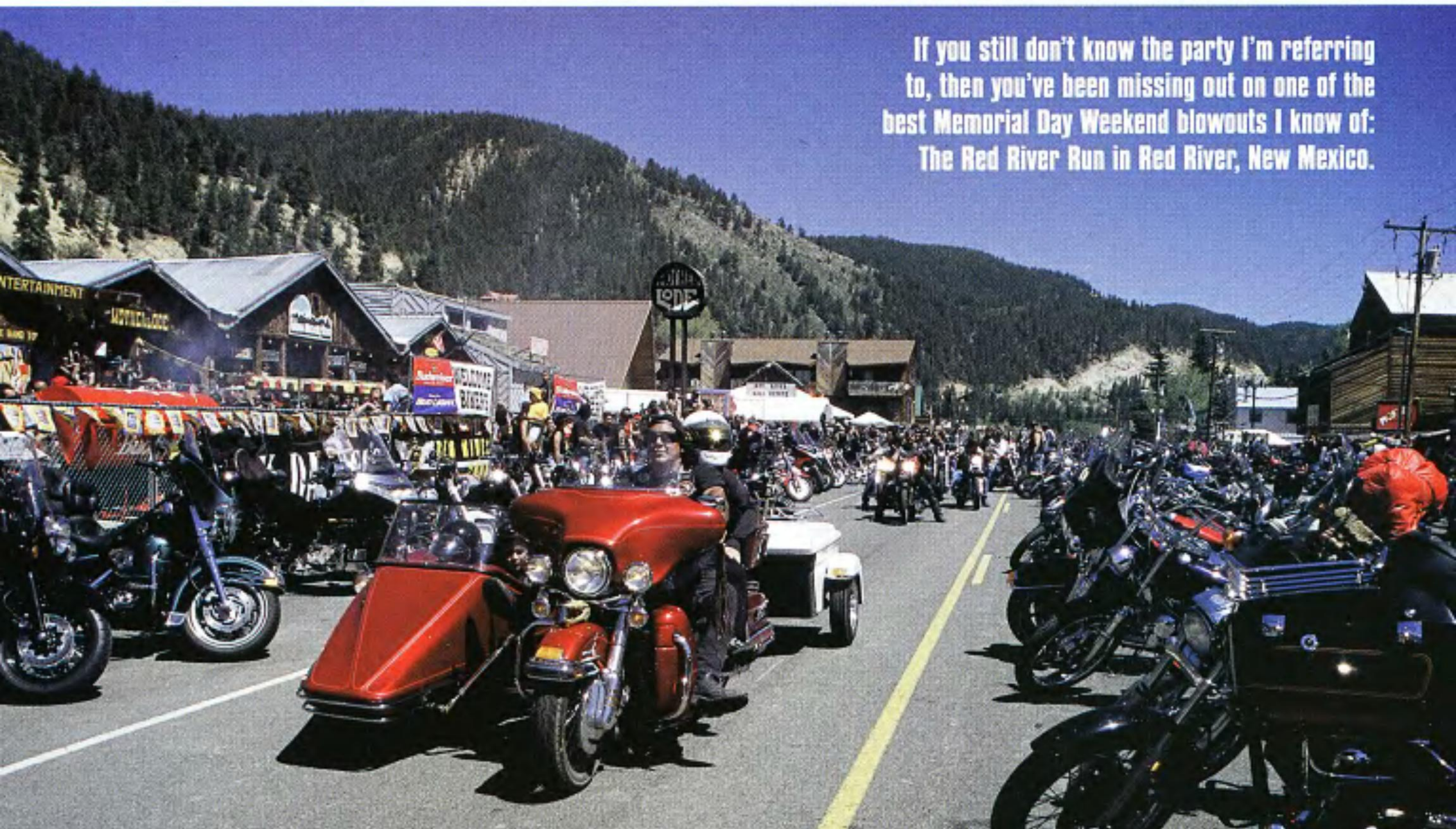


MOTHER
LODE

CAR
WASH







If you still don't know the party I'm referring to, then you've been missing out on one of the best Memorial Day Weekend blowouts I know of: The Red River Run in Red River, New Mexico.

dw

GRUNT

It's a party that only a few thousand close friends of mine know about. The party is in a little town way out in the mountains. Charlie (the barkeep) lowers the price of beer during the rally, and the fun-police don't have their hats screwed on too tight. You can camp right next to a fish-filled river for a few bucks, or motel it for a few dollars more. It's a friendly little town where Ben at the hardware store might lend you a drill if you need one to fix your scoot, or sell you a can of oil or spark plugs for about the same price you would pay at home. No price gouging.

So what and where is this place, and how do you get there?

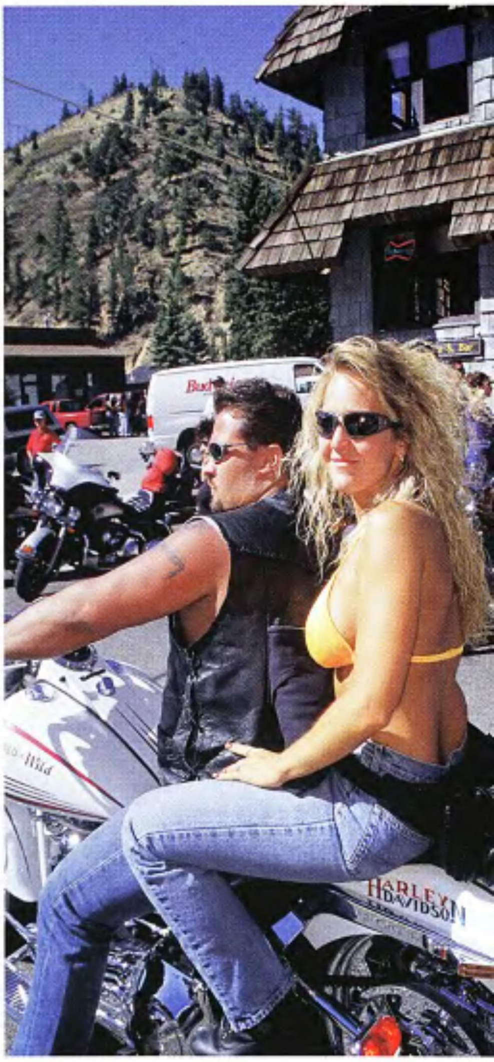
Well, if you're one of today's techno junkies, you won't need any stinkin' maps. Ground zero of the party is The Bull O' The Woods Saloon and the coordinates are latitude 36 degrees/42 mins. north; longitude 105 degrees/24 mins. west. Punch these numbers into one of those nifty new hand-held GPS (Global Positioning Satellite) systems, and it will bring you to within three feet of their beer tap. When Charlie pulls ya a cold one, ask him about the GPS numbers on the gold hockey puck imbedded in the bar.

If you still don't know the party I'm referring to, then you've been missing out on one of the best Memorial Day Weekend blowouts I know of: The Red River Run in Red River, New Mexico. We've had the privilege of being there three years in a row now. This year we created our own brand of insanity by hanging out with The Otis Watkins Band and partying with Monster, a gigantic tattooed wrestling 1%er, and his friends after starting an impromptu wet-T shirt contest. (If you wanna see more of the weekend's hooters, check out *Biker*'s November issue, #188.) We also got to help herd cats ... I mean judge the 1st annual Red River Bike Show—with the help of four very wise men (thanks, guys). There is a lot to do at this little rally, and I'm sure there is room for a few more of you next year.

At the end of a perfect weekend of partying with old friends, meeting some new ones, and eating up the great roads around Mt. Wheeler, we rode out to the Veterans War Memorial in Angel Fire for a day of patriotic festivities.

If you wanna have a blast next year—one that won't break ya—check out the town's Web site at www.redrivernm.com; you'll find all kinds of info on hotels, campgrounds, etc. Charlie, owner of The Bull O' The Woods Saloon, and Ben, owner of the hardware store, challenge business owners at other rallies to lower their prices during the events, instead of price gouging. Charlie says he more than makes up for slightly lower prices with volume. Bikers drink a lot of beer. Come on, vote with your dollars and your wheels. Next year, ride on out to Red River, where you're treated like a friend, not a cash cow.

—Keepin' 'em real,
Stan & Natalie Miles



Photos: Stan and Natalie Miles

Sweet Dreams

I was sitting around in my underwear the other day, drinking a cold one, watching the tube, and minding my own business, when right out of the blue I was rudely interrupted. I believe the exact words were, "Sir, I'll have to ask you to leave the store, and for crissakes, put on some pants." I tell ya, it'll be a cold day in hell before I buy a TV from those people.

It's too bad too, 'cause I was really getting into the show. It was all about dreams and how all dreams have a psychic element to them. That's right, psychic, as in able to predict the future. Now, I don't know about you, but I've had a lot of dreams that I don't want to have come true. The thought that my dreams could be psychic in any way is pretty scary shit.

If my dreams are indeed psychic I have the following to look forward to:

- I am going to be eaten by a Saint Bernard. (Not whole, a little bit at a time.)
- I am going to be repeatedly kicked in the nuts by my high school math teacher as he screams, "Shut up, dammit; just shut the hell up."
- I am going to bounce off the back of a motorcycle, higher than the clouds, then land back on the seat, which has now turned into a bed of nails.
- I am going to ride on top of a train to Alaska with a guy who wears a turban and speaks like Bugs Bunny.

Now I don't know much about psychic phenomenon, but some of this stuff doesn't seem likely. Very few people can pull off a good Bugs Bunny voice and there's no train that runs all the way to Alaska. So much for predicting the future.

I think instead of saying that dreams are psychic, the weird broad on the tube should have said that dreams have meaning. I'd agree with that. Somewhere in every dream there is a hidden message. Nothing in a dream is as it appears; it must be interpreted. But how do you interpret being eaten by a big-ass dog? Well, I haven't a clue, mainly because I've spent years trying to forget about the incident and avoiding Saint Bernards at all costs. I don't care if I am stuck in an avalanche, if a Saint Bernard comes along, even if he does have a flask of booze, he better be wearing a bulletproof doggie vest.

Dream interpretation is a tricky business, best left to trained professionals. If you want to accurately interpret what your dreams mean you should go to the library and consult texts on the subject, just so you're not lead astray. But if you just want to piss away some time between naps, I've provided my own list of what dreams and their possible interpretations symbolize. I may not be as scientific as the pro's, but at least here you can pop a brew and relax. If the old ladies at the library catch you drinkin', they'll bounce your ass so hard you'll wish you were dreaming.

Dreams And Their Meanings:

You dream that you are riding through a sea of hooters.
Possible Interpretation: No cause of concern, unless the hooters have teeth or can talk or something like that.

You dream that you are roaring down the highway on a flashy Japanese sport bike.
Possible Interpretation: You have a serious illness. Seek help immediately.

You dream about cheating on your wife with another woman.
Possible Interpretation: You ain't gettin' any while you're awake so you might as well get some while you're sleeping.

You dream about cheating on your wife with another man.
Possible Interpretation: You've been spending way too much quality time with your bros.

You dream you are in a rodeo riding a bucking bull.
Possible Interpretation: You've fallen asleep during sex yet again.

You dream that you are drowning.
Possible Interpretation: You've passed out in the tub.

You dream that you can fly.
Possible Interpretation: You have to quit leaving your drink unattended, or quit frequenting such scuzzy bars.

You dream that you have turned into a rodent.
Possible Interpretation: Your ol' lady has been feeding you rat poison.

You dream that you are falling.
Possible Interpretation: Your ol' lady has pushed you out of bed 'cause you've developed a nasty case of buffalo wing and spiced rum farts.

You dream that you are giving a beautiful model the mustache ride of her life.
Possible Interpretation: Your ol' lady's cat is rubbing his ass on your nose while you sleep, like he does every night.

You dream that a gaggle of hotties are smothering you with kisses.
Possible Interpretation: The puppies got out of their cage and are trying to lick you awake.

You dream that you are a woman trapped in a man's body.
Possible Interpretation: You accidentally ate your ol' lady's birth control pills again.

You dream that you are being chased by an elephant.
Possible Interpretation: You've been hitting on so many fat broads that it's starting to haunt your sleep.

The list of possible dreams is endless and, unfortunately, so are their potential meanings. Trying to figure it all out can cause severe pain right in the middle of your head muscle, so it's probably best not to take it all too seriously. Think of dreams as nocturnal amusement that you don't have to pay for or even stay awake to enjoy. That's a pretty sweet deal. And the best part about this form of entertainment is that no matter what happens in your dreams, nobody will ever kick you out of bed for not wearing pants. —*Greg White*

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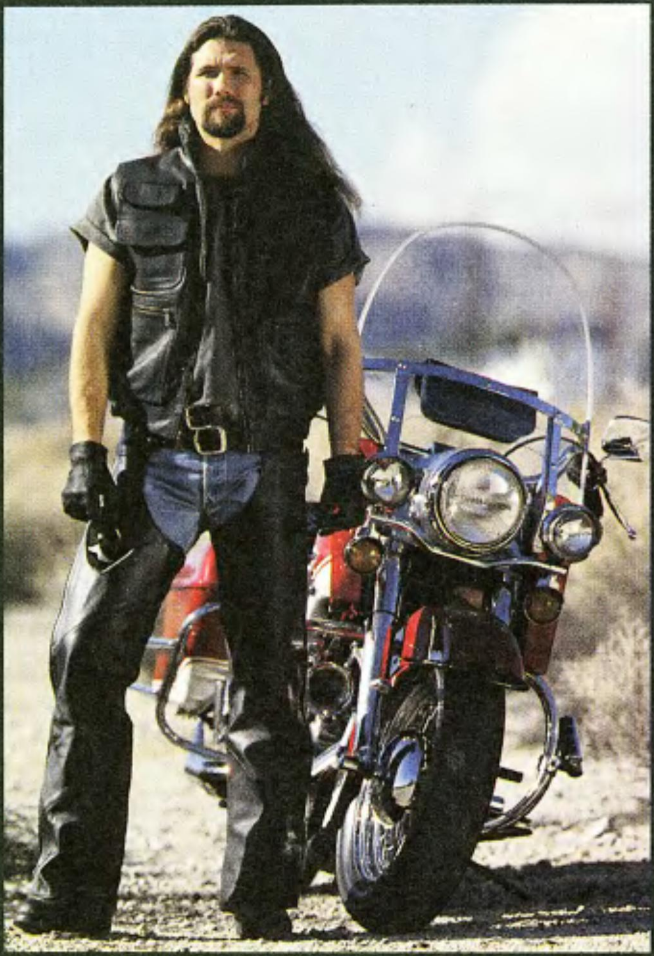

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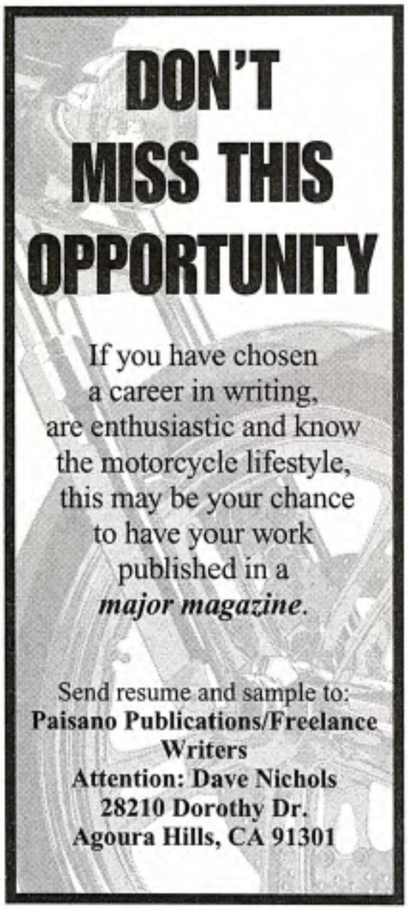
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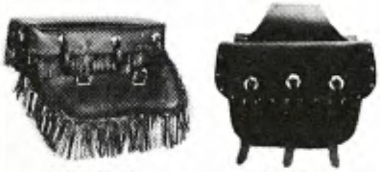

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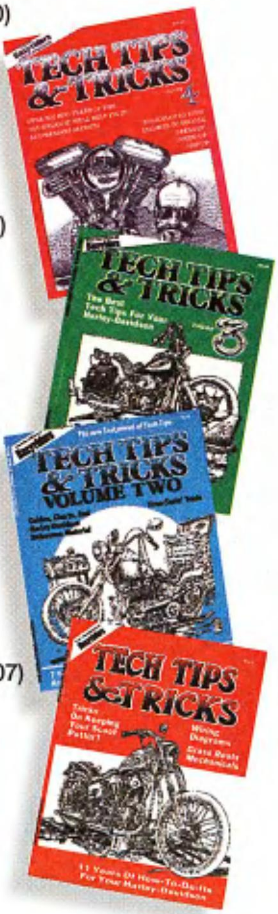

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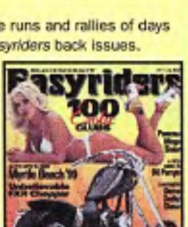

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While visiting one of our nearby shops looking for bike footage, we were shown this little-known trick used by the guys at Damon's Motorcycle Creations in Brea, California. When we first saw the container of sunblock sitting on their workbench we thought we were in for a flesh treat provided by some local sunbathing beauty. Little did we know that this stuff was going onto one of their motorcycles to help preserve the cables.

You've undoubtedly seen the damaging results the sun can have on clear-coated stainless steel cable. The once-beautiful cables often turn yellow and begin to crack. While modern chemistry has helped in developing superior cable coatings, a little more protection to block out the sun's UV rays is sure worth the effort.

You see, sunblock doesn't only work on skin to block out those destructive UV rays. And the sun doesn't know whether the lotion is on your skin or on your motorcycle. Applying sunblock lotion to your cables can help extend the life and appearance of your cables for years to come. Each bottle (or tube) of sunblock has an SPF number. The higher the number, the higher the protection, so get the big stuff for the most protection! If a bottle is rated at SPF 25, it means you can stay out in the sun 25 times longer than without the sunblock. Will you get 25 more times the life out of your cables? Probably not, but for the price and benefit, this is one trick we're sure going to try!

—One Eye

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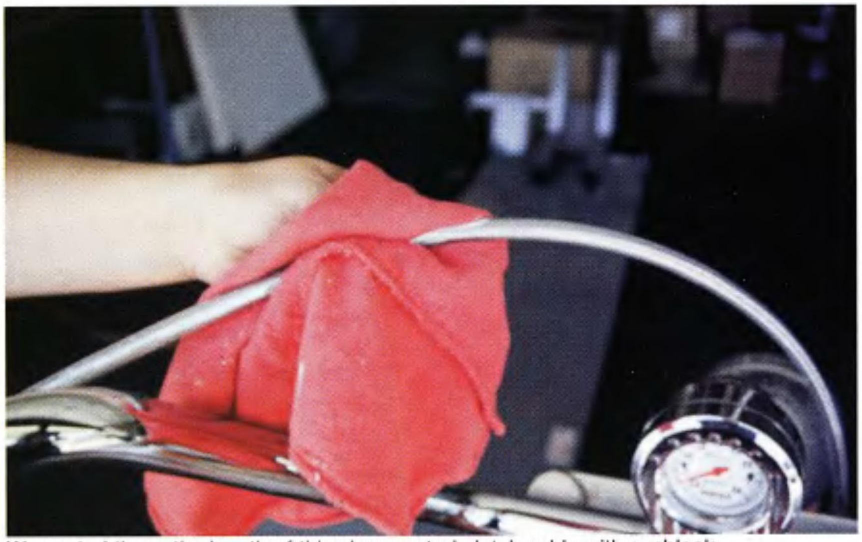
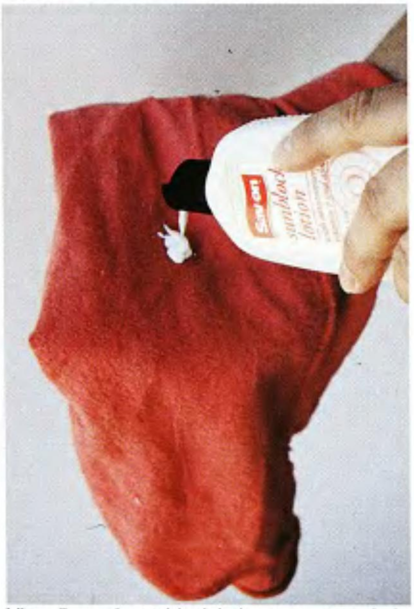

We coated the entire length of this clear-coated clutch cable with sunblock.


Liberally apply sunblock lotion to a rag or cloth.

We also applied sunblock lotion to the clear-coated throttle cables.

Photos: One Eye

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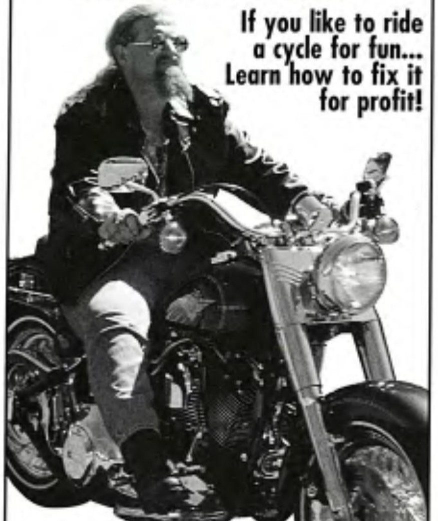

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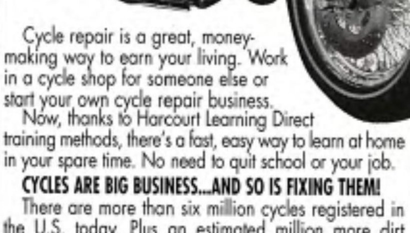

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TechTips

Hidden Fork Stops

How To Really Clean Up Your Front End

While at a recent motorcycle event admiring the array of cool bikes, I was visually treated to an endless jubilee of damned nice customs. You know the drill: A particular bike may grab your attention; you stop to spend more time checking out the goodies and workmanship. Slowly circling the bike like a shark, you take in every detail. One such bike grabbed my attention. The chrome was shiny, the paintwork flawless, and the assembly work was meticulous. The handlebars were clean and had hidden wiring, the front fender was snugly wrapped around a nice trick wheel. A cool headlight perched atop a billet triple tree. The fork stops were ... wait a second, all of a sudden my senses came to a complete stop. Almost as if I were expecting to take a bite out of an apple, and instead it was a banana, I was caught off guard. Visible fork stops may have a place in the grand scheme of things, but in my opinion, that place was not on this bike.

I don't have enough fingers and toes to count the number of times I've seen a really nice bike that boasts show-stopping chrome, stunning paint, and nice assembly details until you get to the fork stops. Sleek detail points start to fall short when you have big, obnoxious appendages protruding from the lower triple tree as a fork stop. There is a better way, and we'll show you the process necessary to clean up this area of the bike.

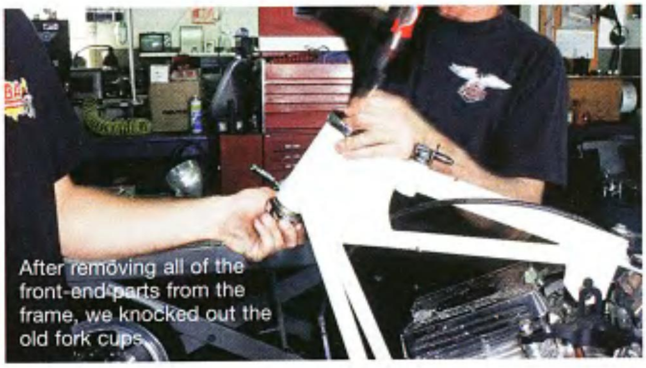
In the past, only the truest of custom bikes afforded the luxury of having fork stops that were completely hidden and still functional. Thanks to the creative ingenuity of custom bike builders and the Harley-Davidson aftermarket, we can now have, as novice builders, many of the same cool features that were once only seen on the bikes of top professionals. One such product is the internal fork stop kit. While not exactly a simple bolt-on, the procedure is straightforward and relatively easy to perform. Installation of the Hide-Away internal fork stop offered by Pro-One Performance Mfg. is the focus of this article.

If you are building a bike from scratch or if the front end is already off of your bike, the job is much simpler. However, if you are retrofitting this feature to an already assembled bike, follow along with us.

To perform this installation we must first remove everything from the front end of the bike. The fork neck needs to be completely stripped down and empty. This includes removing the neck bearings and fork cups. We'll also need to strip the lower triple tree of all parts so that we can drill and tap holes to secure the fork stop ring.

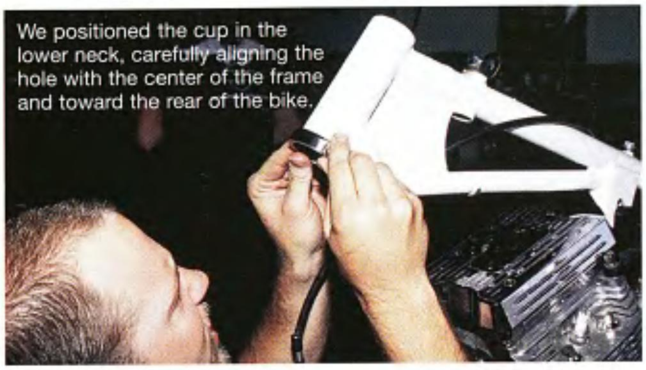
First we removed the front wheel and tire, lower fork legs, handlebars and triple trees from the bike. Then we pounded out the fork cups from the neck; these will be replaced with new cups supplied in the kit.

Below: The Hide-Away fork stop kit comes with: upper fork neck cup, upper bearing dust cover, lower fork neck cup with locating pin, fork stop ring and four 10-32 flathead allen screws to secure the fork stop plate to the lower triple tree.



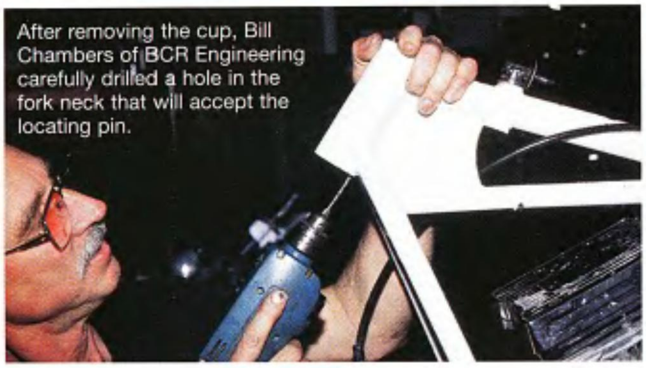
After removing all of the front-end parts from the frame, we knocked out the old fork cups.

The lower fork neck cup from Pro-One has a location pin to keep the cup from rotating in the neck. We removed this pin to use the cup as a template.



We positioned the cup in the lower neck, carefully aligning the hole with the center of the frame and toward the rear of the bike.

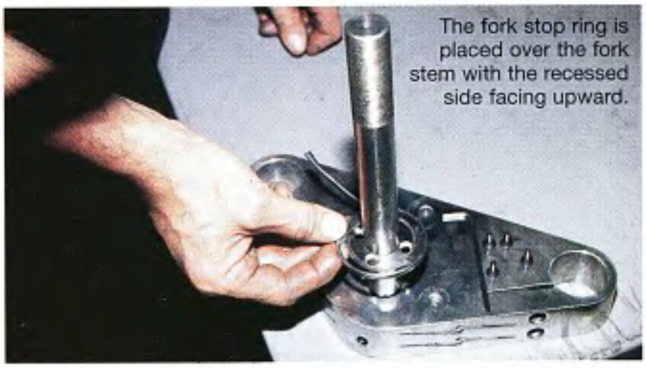
With a transfer punch we marked the position of the pin hole through the cup.



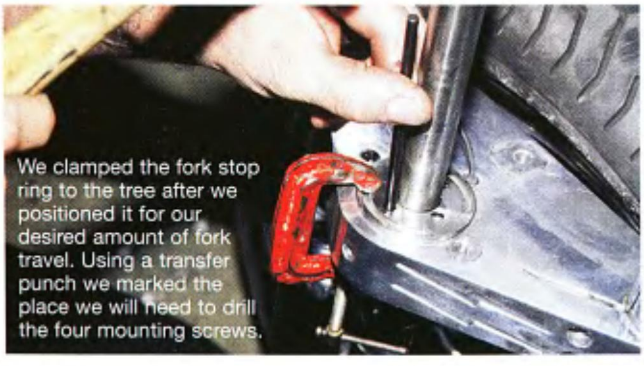
After removing the cup, Bill Chambers of BCR Engineering carefully drilled a hole in the fork neck that will accept the locating pin.

Here is where the hole should be: centered in the frame and toward the rear of the bike.

Reinstall the lower fork cup and knock the pin into the hole in the fork neck.



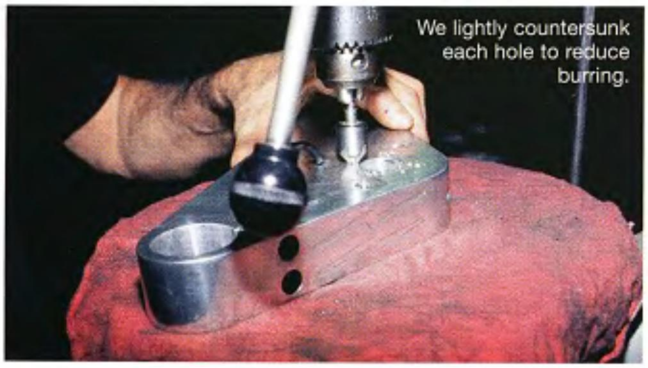
The fork stop ring is placed over the fork stem with the recessed side facing upward.



We clamped the fork stop ring to the tree after we positioned it for our desired amount of fork travel. Using a transfer punch we marked the place we will need to drill the four mounting screws.

We pressed the fork stem out of the lower triple tree for drilling purposes.

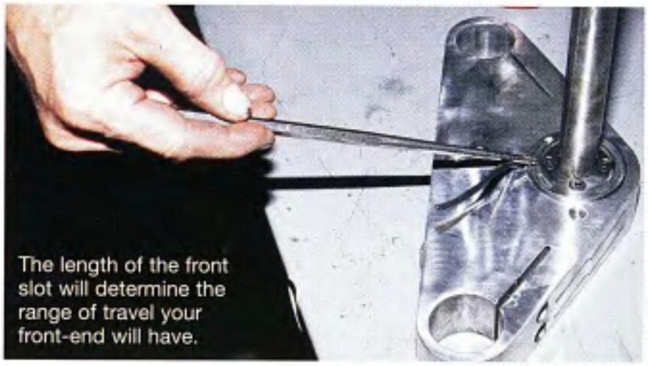
The four holes are drilled to accept the four10-32 screws.



We lightly countersunk each hole to reduce burring.

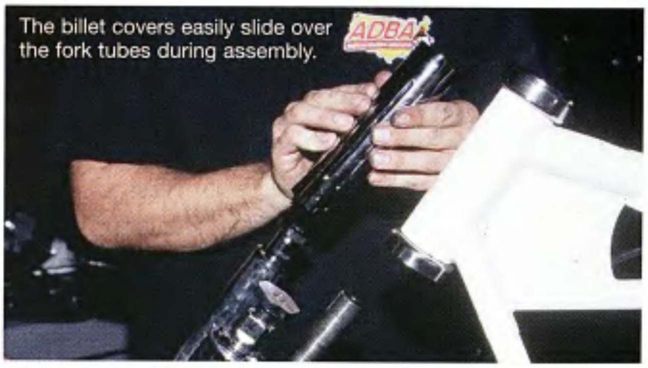
The four holes are then tapped. We used a bottom tap to gain more useable threads.

Once the bike is assembled, you will not have access to these screws, so be sure to apply a good thread locker to the screws before installing.



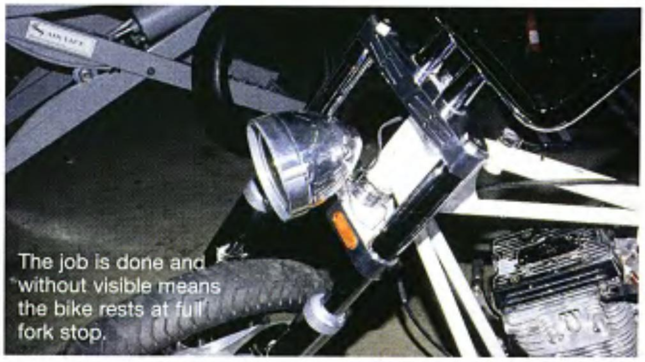
The length of the front slot will determine the range of travel your front-end will have.

Just in case you've scratched your fork tubes or just want a beefier look, Pro-One also offers billet tube covers that sandwich between the triple trees.

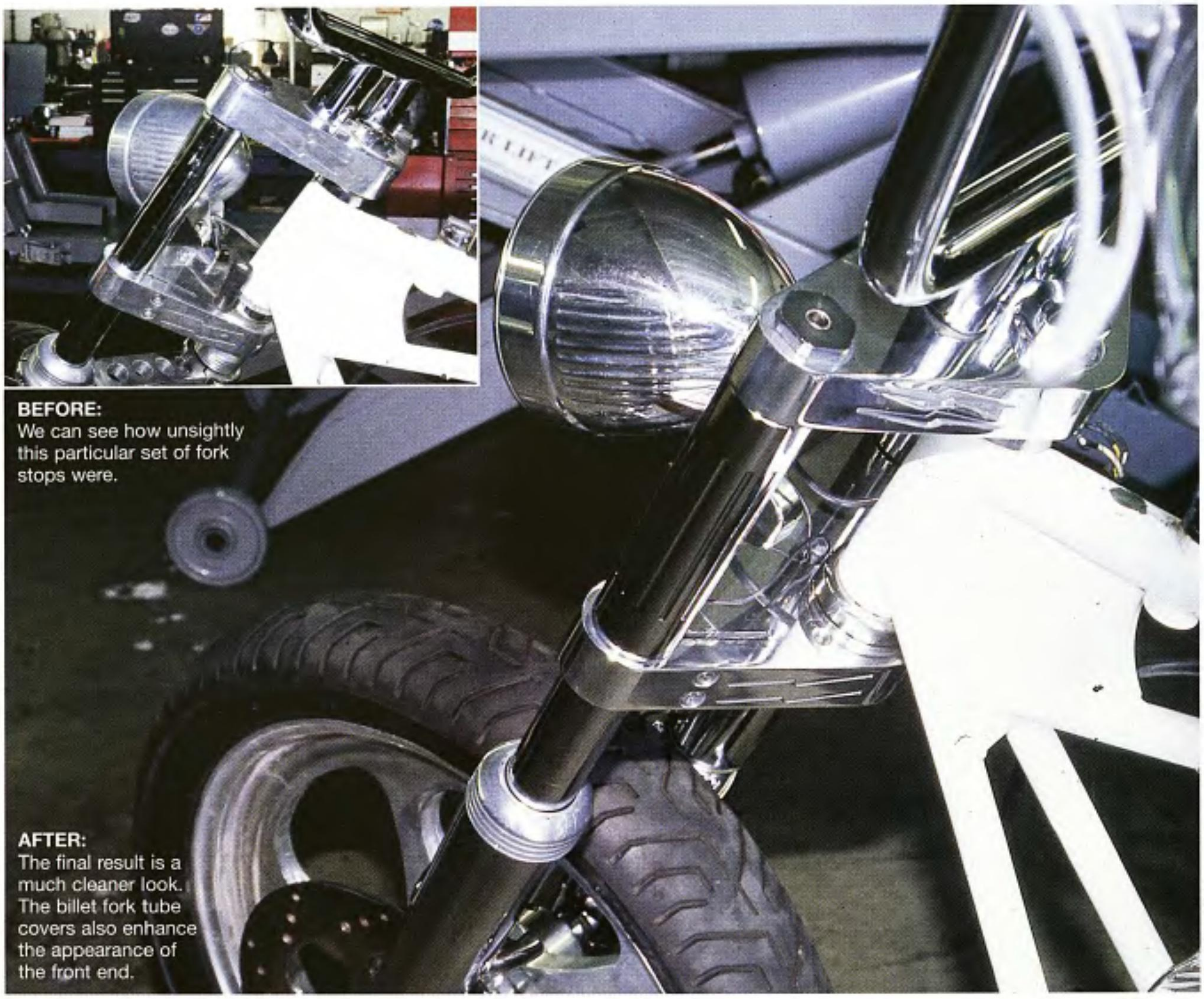


The billet covers easily slide over the fork tubes during assembly.

Once positioned, the fork tube covers have two small setscrews to keep them in place.



The job is done and without visible means the bike rests at full fork stop.



BEFORE:
We can see how unsightly this particular set of fork stops were.

AFTER:
The final result is a much cleaner look. The billet fork tube covers also enhance the appearance of the front end.

Photos: One Eye

The supplied lower fork stop plate is placed over the fork stem and positioned on the top surface of the lower triple tree to mark where the holes will be drilled for the mounting screws. The plate has two sets of grooves: a long slotted groove on one side, while the opposite side has a shorter slotted groove. The long groove provides a wider range of travel while the short groove provides less range of travel. This is so you can choose how much you want the forks to turn before hitting the stops. The primary area of concern is to have as much turning radius as possible without the front end or handlebars hitting your gas tank. Be very selective here, too much limiting clearance and your turning radius is compromised, while not enough limiting clearance will cause you to gouge your gas tank. Do a couple practice turns left-to-right to see how much travel you can use before actually installing the fork stop plate to the lower tree. However, if you later discover that you want to change the turning radius, the plate is reversible; the orientation of the holes in the lower fork stop plate are such that you can unbolt it, turn it around, and bolt it back in to change the throw.

After we positioned the stop plate and marked the location of the holes with a transfer punch we removed the neck stem from the lower triple tree. For those who don't know what a transfer punch is, it is similar to a drill index, which is exactly the same size as the hole without a taper and has a tit on the end for punch marks. The transfer punch will index perfectly off of a template hole, marking the precise center of the hole. This allows for much more accurate positioning. We then put the lower tree into a drill press where we drilled the four holes. Each hole was countersunk prior to tapping, and we used a bottom tap to get more usable threads in the hole.

The lower fork cup has a pin in it to lock into the fork neck to prevent the cup from rotating in the neck. If your frame does not have this hole provided you will need to drill one. We removed the pin from the fork cup and inserted the cup into the lower hole of the neck. After carefully positioning the cup and centering the hole with the frame and toward the rear of the bike, we again used a transfer punch to mark where we will drill the hole. Remove the fork cup and drill a pilot hole in the neck. It's always easier and safer to use a smaller drill bit to drill a small pilot hole first. After we drilled the final hole size in the fork neck, we again inserted the fork cup into the neck—this time with the pin installed. Perfect fit ... and we're ready to reassemble. Now we can enjoy both the benefits of a fully functional fork stop while retaining a clean custom look!

—One Eye

Sources

PRO-ONE PERFORMANCE MFG., INC.
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TechTips

The Naked Truth Behind The J&P Giveaway Bike
Part Three

As there's greasy fingerprints on the girlie calendar adorning the space above your workbench, it's time once again for an update on the Easyriders/J&P Giveaway Bike. Yesirree, the very same massive yellow monster built in a combined effort by our good friends at Daytec, who are performing the assembly of the motorcycle, and our good friends at J&P Cycle, who graciously donated all of the other necessary bits, pieces, and goodies along with Chrome Specialties and Custom Chrome. This mouth-watering Giveaway Bike has been completed and, as you can see, looks pretty damn awesome. Best of all, it could be yours!

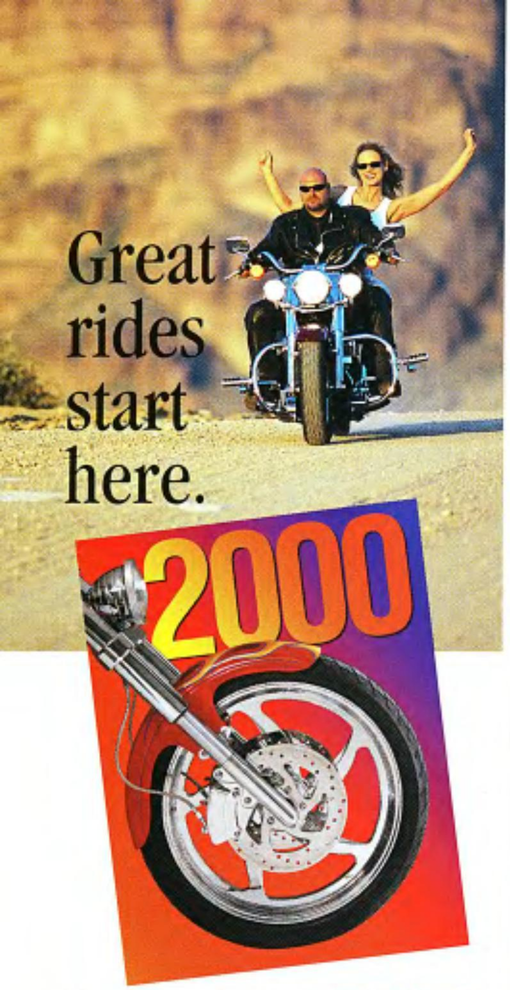
You'll remember in the previous two articles we gave you the rundown of the bike's list of nifty gems and drool-worthy components, then we demystified the esoteric science behind powdercoating as Daytec showed us the strict procedures used in their own in-house powdercoating shop. Why did we do all of this? Quite simple, really. We want you to know, as you fill in your forms and enter our giveaway drawing for this fine sled, that you'll be getting one top-notch machine should you (yes, I mean you over there) win it.

Daytec built the Deluxe Street Scene Softail frame then powdercoated it all to match, readying the project bike for this particular phase. The loyal, royal motor is a black wrinkle-finish RevTech 88- cubic-inch wonder mill that will have this scoot roaring down the highway for many happy, trouble-free miles. A deep, throaty rumble will come from a pair of Donnie Smith dual pipes, gutsy power to the rear wheel will be provided by a faithful Primo Brute IV belt drive, and sheer shifting pleasure will be produced by the RevTech six-speed overdrive transmission.

All together, with its mind-melting paint job by M.K. John's Studio, shiny RevTech aluminum Scorpion wheels, Progressive Suspension shocks, and snug Danny Gray seat, this custom marvel spells the answer to your need for speed ... and style!

What you are looking at here is the finished bike, but we're only showing you glimpses to whet your appetite. Our last, and final, installment will be coming up in

Yes, the J&P Dream Bike is ready to ride. There's still time to enter the contest see details in the J&P ad.



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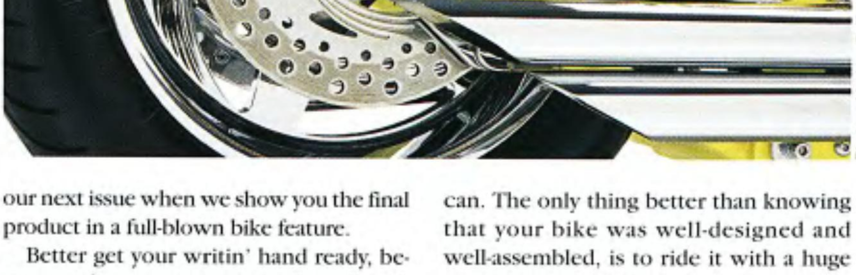

Photos: Markus Cuff

our next issue when we show you the final product in a full-blown bike feature.

Better get your writin' hand ready, because when ya see this sucker all polished and ready to roll, you'll be wanting to fill out those entry forms as fast as ya can. The only thing better than knowing that your bike was well-designed and well-assembled, is to ride it with a huge smile knowing that you *won* it ...

Stay tuned.

—*Wordman*

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4. The winner will be selected by random drawing from all entries received before 12/1/00 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

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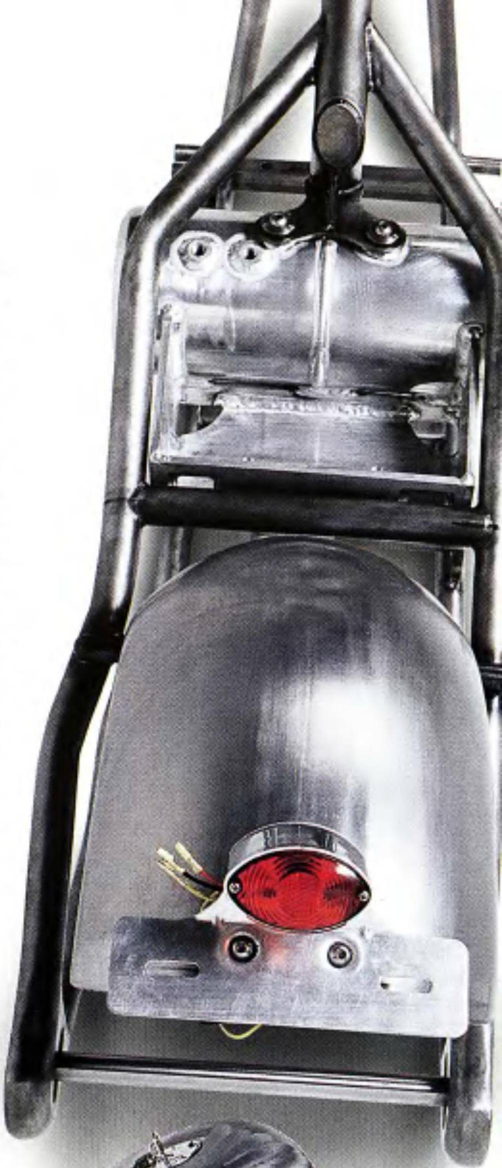
6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2000 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

No purchase necessary to win.



A Custom Bike For $5,000? Save Big Bucks And Build It Yourself

We've all heard stories about guys throwing $30-$40K at a bike builder and three months later, a sparkly new custom is born wearin' all the latest billet goodies. Well, this story is of the other kind ... the old-school kind. Believe it or not, there was a time when the only way to get a custom chopper was to build it yourself. There was virtually no aftermarket back in the '60s and '70s to get parts from. If you wanted a cool sled, you'd strip a stock Harley down and start cutting on the frame, welding, raking, and stretching. If you needed a trick bracket, you made one yourself. Scroungin' parts from swap meets, bros' piles of used parts, and even bike shop garbage cans and trash heaps was the way to go. Fenders and tanks were cut, banged, and pieced together before getting a spray can paint job.

In today's world full of $40K Softail Easter Egg Bikes, can you still put together a badass little rigid barhopper for under 10 grand? How about for five grand? This was the conversation at this year's Daytona Bike Week between me and Jesse James of West Coast Choppers. We were both tired of the big candy bikes and felt the need for a li'l old-school grunt ... a guttural scoot that screams chopper, baby! On the street, a dude without any dough is called a curb creature, and this sled would be a lot like that: tough, lean, and low on dough... yeah, a CURB CREATURE!

Jesse started imaginin' what this thing would look like. It would have to be done the old-school way; he'd make the frame, tank, and fenders himself with nothing but a welding torch, some metal, and a head full of wild dreams to conjure this road demon out of the ether. Parts started comin' in: a jonesing tweaker sold him an entire trashed front end off a Jap bike for 25 bucks; he found a rusted out sissybar in a dumpster behind a local Long Beach biker bar; the motor is a blown-up '95 Evo that he got for $1,500. The bike began taking on a weird life of its own.

Can you still build a cool little rigid chopper for five grand out of pocket? Find out right here ... stay tuned.

Choppers for Life!

—Phantom

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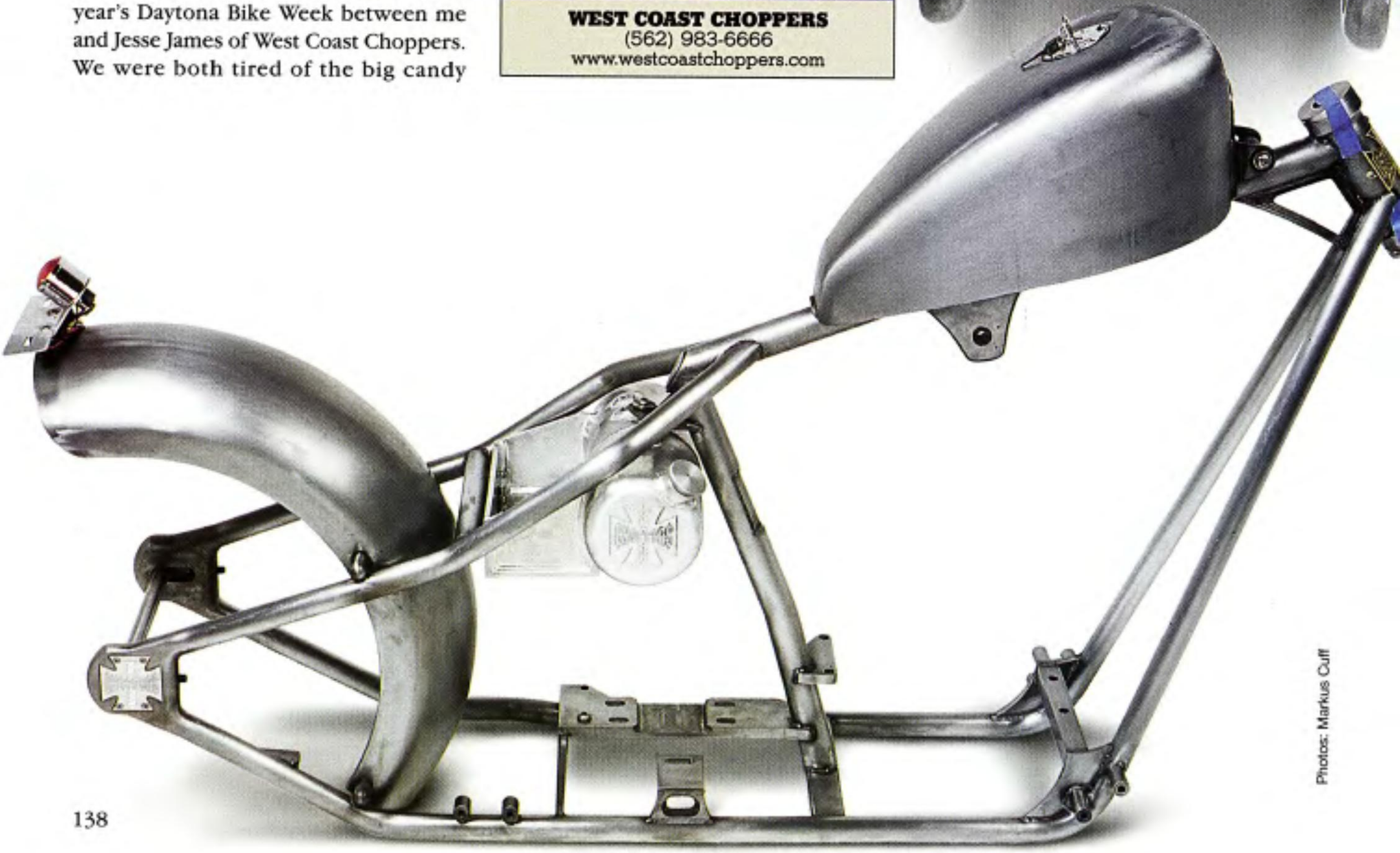

Photos: Markus Cuff

A pile of parts. Will this ever be a custom sled? The frame will be a Jesse James rigid like this one with a WWC tank, oil bag, and rear fender. The front end came from a Jap bike ($25). Dig the knobby tire.

The '95 Evo motor (below) blew up and came in cheap ... $1,500. A rusted-out sissybar was found in a dumpster behind a local biker bar. Price? FREE! We're on our way.

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Steve Foster
Comfey, Minnesota
1946 Flathead

Photos: Nancy Eischen

Nothing makes more of a statement than a rat bike. It is, in fact, to be considered a piece of art, and to maintain a true rat bike takes as much love and dedication as maintaining a brand-new, show-worthy custom. The one big difference is that building a rat might not be quite as expensive.

"I was getting tired of the bright, shiny bikes, so I created a rat bike," explains Steve, whose friends apparently call him Stella. Uh, no ..., I didn't ask.

"When everyone had an Evo, I thought I'd get one, too, but I can only recall twice last year that I even rode the Evo," he adds. You really have to look closely at the photos to get an idea of the time and effort invested in creating this rat, which started life as a '46 Flathead, but somewhere along the way got converted to a Knucklehead. "It's been a really dependable bike for me," Stella adds proudly. To emphasize this fact, Stella points out that he made it to Sturgis several years in a row and that he rides the bike on a daily basis.

Like any good piece of art, Stella's rat is great fodder for thought and conversation. You only have to observe the rat for a short while to get totally drawn into its realm of whimsical ethos and irreverent pathos. There are two vastly different worlds colliding here, crashing, if you will, to form a new world of their own—a world in which opposites can co-exist harmoniously, such as white walls and a lunch box, or baby shoes and a trumpet?

If nothing else, Stella's rat proves that a rat is more than just a jumbling of letters to make it art. It is years of dedication, love, and resisting the common notion that a bike needs to be washed every once in a while in order to run. Viva la raton.

—Tripper

Jason Kirschman
Flower Mound, Texas
1977 XLH

Photos: owner

Get your hankies ready, guys; here's a real tear jerker coming your way: "In early spring of '77, a 19-year-old punk who later became me walked into a Harley dealership in North Dakota and rode out on a brand-new Sportster XLH."

These are Jason's words as he reminisces about his misspent youth, doubtlessly still reeling from a harsh childhood in the unforgiving, lonely wilderness of somewhere out there. But the bike became his brother—or was it his sister?—and together they rode into the sunset more often than the sun went down on the wide open prairie. But everything changes, as it must, to keep this world turning. "Ten years and 65,000 miles later I sold the bike to my brother-in-law to help finance my career," Jason remembers, presumably on the verge of bawling. At least he left the bike in good hands and with a bro who would cherish it as much as Jason had. Or so he thought.

"He proceeded to trash the bike by leaving it outside in the extreme northern climate for an unknown number of years and basically neglected my baby."

'Scuse me while I get some more Kleenex ...

"When he fell on hard times last fall," Jason continues, and one can almost hear the deep sympathy he must feel for his bro's tragic downhill slide, "I had the opportunity to buy the bike back. I thought, with a little elbow grease and a paint job, I could have my old friend back."

Fans of soap operas and other novellas are knowingly shaking their heads in unison by now, pursing their lips and sucking their collective teeth.

To make a heart-wrenching story bearable, Jason dug in, weathered all storms and, like a true Rocky Balboa, triumphed in the end, primarily with Paul at English Color and John at Chopper Supply Company in his corner.

There's a moral to this story, and as soon as I've recovered from the emotional drainage, I'll tell it to you.

—Tripper

Dave Williams
East Peoria, Illinois
1979 Low Rider

Talk about milking a dead horse: seems Dave here has won an astonishing 42 trophies with this blown Shovelhead. Yes, the same bike, each and every time. How does he do it? "I'm a member of ABATE here in Illinois, and I enter every little show I run across," Dave explains. Of course, the bike also seems to have a different paint job each time he enters it, so maybe the judges there don't realize what Dave's doing.

Or maybe he puts Susan, his long-legged goddess-wife, on top of the bike (as seen on these pages), thus thoroughly masking any potential flaw the bike might have. In fact, probably masking the entire bike. Which isn't to say that the Shovel isn't a winner on its own merits. The Magna Charger blower only hints at the awesome power this sled possesses with its S&S crank and rod kit, the wide lobe and low duration cam, the Super E carb, and many other delicacies ensconced within this fine specimen. "I get a ten-pound boost with the blower," says Dave, and the compression ratio goes up from a 9 to 1 to a 12.5 to 1."

But the pièce de résistance, and the main reason Dave thinks he's won all these trophies, is the paint job. "Rich Hess did the frame and the molding, and Tony Terpenting did the tanks," Dave explains, "and before the current mural of a fire-blowing dragon with a castle, I had one of the Death Rider. It was just as awesome. Tony does an outstanding job every time."

Dave, by the way, rebuilt this sled himself over the years, with the help of his brother, Chuck, and their buddy, Jim Hall, "who also ride Harleys. We do something to it pretty much every year."

Personally, however, I think the winning ingredients to Dave's formula of success are a pair of long legs, a killer smile, and some long blonde hair ... right, Susan?

—*Tripper*

Photos: owner

Carol Johnson
Inver Grove Heights, Minnesota
1991 FXSTC

Photos: owner

Lucky for Carol, *Easyriders* is a magazine that doesn't demand too much technical knowledge from our women. In fact, in most cases, all we men ask for is that they can follow simple commands and know how to open a beer can.

Oh, and that they look good doing it.

Of course, Carol knows much more than that. She knows, for example, how to ride a bike. "I've been riding since the late seventies," she admits. That was when she met a guy named Earl who asked her if she wanted to go for a ride on his big, bad bike. Not being able to resist, Carol agreed and eventually married Earl, who then proceeded to build this bike for her.

Because Earl works at Drag Specialties as a product development/packaging engineer, he knows how to do a whole bunch of bike-related stuff, but Carol doesn't know exactly what that is (it's always good to keep the women in the dark about certain things, Earl).

"I know he machined the back rest," Carol says. "And the fender struts. And he made the end caps on the handlebars where the fringes are attached. And I know he's gonna ask me why I didn't mention this or that other big thing, but I can't think of it right now."

OK, so she didn't know that Earl also machined the rear frame covers, the stainless steel plates for the saddlebags with the H-D Quick Disconnect connectors, popped on a custom oil filter, and adapted regular Dyna Wide Glide mounts for the forward controls. She did know, however, that her bike has a new set of pipes and a Screamin' Eagle air cleaner kit, and about three or four years ago, Jon Kosmoski at House of Kolor did the paint job.

Now you see, Carol, we don't really care about all that technical stuff, anyway. All we horn dogs want to do is see you ride that purdy bike of yours and drool.

—*Tripper*

"Yes, it is nice here, and everybody's friendly and all that, but I don't know how to respond. I really miss being an asshole."

I f you've been to any of the major rallies lately—Daytona, Laconia, Laughlin, Sturgis—you've probably seen these bikes, or at least almost got run over by them. Off in the distance, you heard the sound. Panicked, you turned around, not knowing what to expect. What you were witness to was the invasion of the Ridley Motorcycle. We'd seen them at some events and were lucky enough to corral the owner, Clay Ridley, in Laughlin and ride one and report on it. After all, we're here for you. You deserve to know the experience and how painstakingly we review products and benefit from our fun ... er, research.

Clay began manufacturing these bikes in 1996. "I originally built these so my kids would have something cool to ride," he began. "I then began getting all kinds of calls from adults everywhere they went. Not to complain about the kids, but to see how they could get one. Before we realized what

Hey! Who shrunk my bike?!

RIDLEY'S COMPACT CRUISERS

was happening, this whole thing got out of control." Since then, Clay and his crew introduced their Compact Cruisers to the public in 1999. These bikes had some features and enhancements the original bikes never dreamed of.

Ridley wants to get one thing perfectly clear. According to Clay, "These aren't like that Buell Blast thing. In no way are these to be considered as an entry-level-type motorcycle. These are event bikes, something to have fun with, something to cruise around town on—but they kick ass." Clay is very happy with the fact that the production of these models isn't anywhere near a cookie cutter image of anything available right now and there are no plans to increase the size of these bikes. "These bikes have a 25 horsepower motor." That's right 25 hp. "And in some places," says Clay, "we can get speeds of up to 70 miles per hour!" In our ever-increasing need to bring you the latest information, we had to test this out. Oh, yeah, like you wouldn't have.

We took these bikes out to a deserted road in Laughlin to see just what they would do. After getting familiar with the size of the bike and the forward motion principle, we were off. See, you don't shift these bikes. You need to keep a constant twist on the throttle to make them run. Think Go-Cart on big steroids! Anyway, it was hard to believe this bike would hit 70, but we decided to give it a shot. I can personally attest to the speed as the Nevada State Trooper showed me the radar! The Trooper reiterated Clay's concern that these bikes, although very capable of full freeway speeds, should be used around town only. He then confiscated our roll of film of him riding the bike! Big 'fraidy cat!

Now, you may be taking a look at the tech sheet and thinking that these bikes aren't that powerful. Well, they are. But, again, they aren't for kids. You can have a lot of fun on these pups at bike events; in fact our Big Boss, Joe Teresi, owns a couple Ridleys and was one of the most popular guys in Laconia while tooling around on one of these wild wonders. According to Joe, "I couldn't get more than fifty feet at a time in Laconia. Partly because of the traffic, but mostly because people kept stopping me to take pictures and listen to the V-twin exhaust sound."

So there you have it. These bikes start out at $8,995 and can be found at several

The Ridley crew, Clay Ridley seen center with flamed bike.

RIDLEY

dealers across the country. Ridley even has 2001 models available with a 33hp engine and new features, but still keeping the same base price. You know you want one. It'll make the perfect Christmas gift and look great under the tree. And, deep down, the real reason to get one is to look cool and have chicks ask you all about the bike and "... can I have a ride?" Hell, that's why we buy *any* bike, right?

You can check out Ridley Motorcycles and everything they have to offer on their Web site by clicking on www.ridleymotorcycles.com. You can also contact Jay Ridley, Vice President and Director of Marketing, through Ridley Motorcycle Company, 35 NW 42nd Street, Oklahoma City, OK 73118, or call them at (408) 525-5400. Just don't call them a scaled-down Harley. There ain't never been a fish on 'em!

—Oil Can

Manufacturer: ....Ridley Motorcycle Company (RMC)
City: ......Oklahoma City, Oklahoma

General

Fabrication: ....RMC
Year/make: ....2000 Ridley
Model: ....Speedster
Value: ....$8,995 base MSRP
Assembly: ....RMC

Engine

Year/model: 2000 S2V
Builder: ....RMC
Ignition:..............................electric
Displacement:...34.75 cubic inches
Horsepower: 25hp
Balancing:..............................RMC
Bore: 2.83
Stroke:....................................2.75
Compression:.........................8.5:1
Cooling system: ....air
Spark Plug: RC12YC
Carb: ....in there somewhere
Air cleaner:......................I suppose
Pipes:.....................straight baffled

Transmission

Year/type:.......................2000 CVT
Shifting: ....automatic

Paint

Painter: ....RMC
Color: ....paint colors optional
Type .... PPG

Frame

Year/type: ....2000 RMC
Builder: ....RMC

Accessories

Bars: ....Speedster or Cruiser
Handlebar controls: .... standard Harley-style
Fenders: ......RMC 3/4 scale FL full fenders
Headlight: ....Custom Chrome
Taillight:.........................tombstone
Speedo: ....digital
Dash: ....none
Front pegs:....................footboards
Electrics: ....RMC
Foot controls: ....RMC
Gas tank: ....RMC 2.5-gallon
Oil tank: ....RMC
Seat: ....tractor-style with 3-inch suspension
Mirrors: ....billet
Grips: ....leather, full-size

Forks

Type: .... RMC gas/hydraulic
Special features: ....patent pending

Wheels

Front

Type: ....RMC solid disc
Size: .... 12 X 4
Tire: ....Coker Classic
Brake: ....hydraulic

Rear

Type: ....RMC solid disc
Size: .... 12 X 4
Tire: ....Coker Classic
Brake: ....hydraulic

Photos: ....Jan Hagglund

"Sure, I'll respect you in the morning. Do you think I want to throw away a steady piece of tail?"

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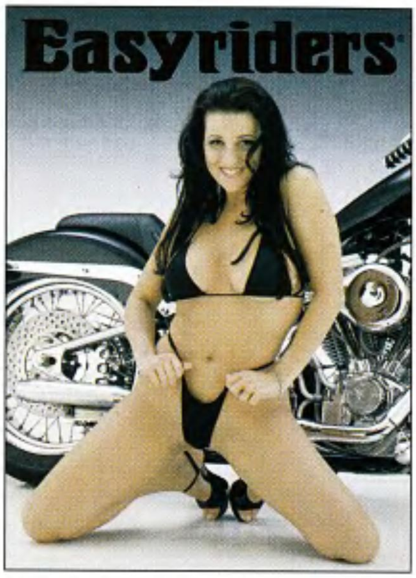
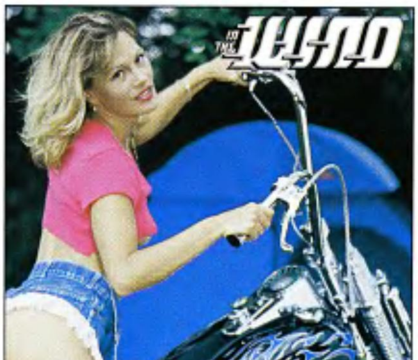
ComingAtYa

The December issue of *Easyriders* (#330) presents our biggest and best coverage of the Sturgis Rally and Races *ever*. Besides bringing you all the action from this mega 60th anniversary bash, we'll also offer hot news on all the latest aftermarket goodies and new model bikes. Deck the halls with our Holiday Gift Guide featuring everything a biker could ever want to find under his Christmas Tree. We'll also have a guide to Toy Runs around the country and a Holiday Road Tale or two. Join us for the Redwood Run, Rip's BAD Ride, and meet the legendary Michigan Madman and his monster machines. You'll find a stocking full of tech tips and a wild load of humor including the Biker Sex Quiz! All this plus a 32-page Easyriders Roadware catalog for fall and winter. *On sale October 31*

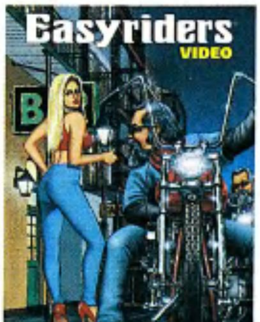


November's the month to give thanks and *Biker's* cornucopia of naked chicks, cold beer, and bad-ass bikes will make ya damn thankful you're a red-blooded American biker. Grab one! *On sale now*



January's *In The Wind* (#103) brings you the best from Laconia and Sturgis 2000. Ya got that right: the two biggest U.S. summer events in one righteous rag. And limber Lacy on a classic pan to boot! *On sale now*

With page after glossy page of world-class customs, rare antiques, and the finest accessories, the December issue of *VQ* has all the toys a discriminating biker wants under his tree. *On sale now*



The ultra-hot spotlight is on the bountiful babes in this steamin' Easyriders Video, with some really great events like the Big Easy Ride, the Easyriders Fox Hunt competition, and the Atlanta Ride for Healthier Babies tossed in for good measure. All this PLUS, a rare interview with Peter Fonda. It's one babe-a-licious treat! Get yours now by calling (800) 247-6246.

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